The Bombay Gazette.

No. 7,561.—New Series. BOMBAY:—SATURDAY, MAY 3, 1873. Subscription in Advance. { For a Year......Rs. 42 } Including { For Six Months..Rs. 24 } Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale:—

One Year, *in advance*	Rs. 42
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a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
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On the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES: EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. HOWELL, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 4 P.M.

	May 1873.		May 1873.
Leave BOMBAY	3	Leave Alleppy	9
,, Rutnagherry	4	,, Tuticorin	11
,, Vingorla	4	,, Colombo	12
,, Goa	5	,, Galle	13
,, Carwar	5	,, Negapatam	16
,, Mangalore	6	,, Madras	18
,, Cannanore	7	,, Coconada	20
,, Tellicherry	7	,, Vizagapatam	21
,, Badagherry	7	,, Bimlipatam	21
,, Calicut	8	,, Gopaulpore	22
,, Beypore	8	,, False Point	23
,, Cochin	9	Arrive CALCUTTA	25

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

The s.s. PUNJAUB, 1,079 Tons, 200 H.P., Commander A. A. HANSARD, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

	May 1873.		May 1873
Leave BOMBAY	9	Leave BUSREH	28
,, Kurrachee	13	,, Fao	28
,, Guadur	14	,, Bushire	30
,, Muscat	16	,, Bahrein	30
,, Bunder Abbas	18	,, Linga	June 2
,, Linga	20	,, Bunder Abbas	3
,, Bushire	22	,, Muscat	5
,, Kowet	24	,, Guadur	7
,, Fao	24	,, Kurrachee	10
Arrive BUSREH	25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. HENDERSON, will be despatched on FRIDAY, the 16th May 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

LIVERPOOL VIA SUEZ CANAL.

To leave 16th May positively.

THE new full powered Clipper Steam-ship KILLARNEY, Captain H. O'NEILL, 1,060 Tons Net Register, has very superior accommodation for First and Second Class Passengers, and expects to make the passage Home in 27 days.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board—

To LIVERPOOL, First Class		Rs. 500
Ditto	Second Class	,, 300
To SUEZ, First Class		,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 16th May.

THE s. s. XANTHO, 1,800 tons, 250 H. P., nominal, WILLIAM COOMBS, Commander, will leave as above. She has excellent accommodation for First and Second Class Passengers, with Saloon on Upper Deck, and carries a Surgeon and Stewardess. Rates of Passage Money, exclusive of Wines and Spirits, which can be had on board,

FIRST CLASS	Rs. 500
SECOND CLASS	,, 300

For passage and further particulars apply to

GRINDLAY, GROOM & Co.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
Aden	£22	£15	Including Wines.	£4	Without Food.
Suez	36	22		8	
Port Said	38	24		9	
Alexandria	39	25		9-10	
Messina	50	34		14	
Naples	50	34		14	
Leghorn	50	34		14	
Genoa	50	34		14	
Marseilles (transhipment at Genoa)	52	35		14-10	

Children under 3 years, free of charge. Children not above 10 years, half fare.

Next Steamers from Bombay:—

ARABIA, on THURSDAY, 1st MAY 1873.

PERSIA, on SUNDAY, 1st JUNE 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL:—

INDUS ....3,478 Tons.....500 H.P., on 12th May.

FARE.

First Class	Rs. 660
Second Class	,, 360

GEORGE F. HENRY,

Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,

6, CHURCH LANE, BOMBAY,

EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission.

Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates.

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.

HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

SOUTHAMPTON. LIVERPOOL.

KING SEYMOUR & Co. KING, BAILLIE & Co.

CALCUTTA.

KING, HAMILTON & Co.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 5th May, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. CEYLON, (2,012 tons, and 450 H.P.), Captain ROBERT METHVEN, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,

Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. ANDERSON, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

On SATURDAY, the 3rd May, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's S.S. BANGALORE, 2,063 Tons and 500 H.P.,) Captain G. C. BURNE, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,

Superintendent.

3, Rampart Row, 30th April 1873.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 10th May.)

THE Steam Ship STRATHCLYDE, 1,400 Nett Registered Tons, expressly built for the East India and China Trade. This fine Steamer has extensive First Class Passenger accommodation of an unusually superior description.

Rates of Passage are:—

FIRST CLASS TO LIVERPOOL		£50
SECOND ,,	,,	£30
FIRST ,,	SUEZ	£30

Exclusive of Wines, &c., which however can be procured on board.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th April 1873.

NOTICE.—CONSIGNEES of CARGO per s.s. BELLONA, Commander SHAW, from Calcutta, are hereby informed of her ARRIVAL, and requested to SEND BILLS of LADING accompanied by DELIVERY ORDERS for our counter-signature, to PAY FREIGHT, and to TAKE DELIVERY at once of their respective GOODS. No Claim for deficiency of, or damage to, Cargo can be entertained after departure of the Vessel.

FINLAY, MUIR, & Co.,

Agents for Captain Shaw.

Bombay, 1st May 1873.

NOTICE to CONSIGNEES per s.s. POTOMAC.—The s.s. POTOMAC, having arrived from Liverpool under general average, occasioned by a collision necessitating the putting back to Liverpool, and the discharge of Cargo, Consignees are requested to sign the Average Bond and to pay a Deposit of 10 per cent. according to Shipowners' instructions on the value of their goods on account of general average expenses, to MR. T. LIDBETTER, Average Adjuster, Apollo Street, after which the Undersigned will grant DELIVERY ORDERS on the presentation of BILLS OF LADING, accompanied by the Deposit Receipt.

MERWANJEE NUSSERWANJEE,

Agent for Captain and the Owners of the s.s. Potomac.

Bombay, 28th April 1873.

SALES BY AUCTION.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

WEEKLY AUCTION SALE.

THIS DAY SATURDAY, the 3rd instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. will sell by Public Auction, at their Rooms in Apollo Street, No. 12.

A quantity of Grey and Coloured Piece Goods, such as Grey Shirtings, T. Cloth, Madap llams, Jaconets, Scarfs, Dhoties, Chintz, &c.

Also, blackwood carved furniture, such as circular, and dining tables, drawing-room and easy chair, rocking and arm chairs, sofa, washing, dressing and writing tables, single and double screws, chiffoniers, camp cot, bed-room and reclining couches, child's cradle, China and green painted bathing tubs, book-shelf, fire-proof safe, table and hanging argand lamps, plated, ice pitchers, pictures, papers, &c.

One second-hand four-wheeled Carriage (Van).

On account and risk of the concerned—

12 Cases of crown glasses.

2 Casks of tallow.

AN AUCTION SALE of Handsome Household Furniture, Carriage, Horses, Glass, Crockery, and Platedware, &c., &c., at Nesbit Lane, Mazagon, in the compound of Messrs. Glover and Co., Contractors.

On WEDNESDAY, the 7th May, instant, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. have been instructed to sell by Public Auction at the abovementioned place, the property of T. J. Dewar, Esq., going up-country, the same comprises glass, porcelain, and platedware, handsomely carved furniture, comprising a set of mahogany dining table for 12 persons, sideboard, screens, reclining couches, conversation couches, carved, ottoman, pier and side tables, drawing-room and easy chairs, circular tables, carved, book and music stands, dining-room chairs, wardrobes, presses, camp cots, dressing and wash-hand tables, plated 4 light and single hanging and table argand lamps, cutlery, carpets, and sundry miscellaneous articles, &c., &c.

AT 3 P.M.

One handsome Cab, a pair of fast-trotting carriage horses, (one grey and the other chesnut), goes in single and double harness.

No Catalogues, and the property is now on view.

AUCTION SALE of Valuable Household Furniture, a set of rich Cut Flowered Glassware, Tea, Dinner and Dessert Sets, Plated Articles, a Mahogany Sympathetic Square Piano, by Soundy and Co., &c., at the Bungalow, No. 100, at Mount Pleasant Road, Malabar Hill.

On TUESDAY, the 20th May, at 1 P.M., Messrs. DINSHAW HORMUSJEE and Co. are instructed to sell by Public Auction, at the above named place, the valuable and handsome household furniture, a set of rich cut flowered glassware, tea, dinner, and dessert sets, best plated articles, cutlery, drawing, dining, and bedroom furniture, a mahogany sympathetic square piano, by Soundy and Co., &c., the property of T. F. Punnett, Esq., intending to proceed to Europe shortly. The full particulars of Sale will appear hereafter.

DINSHAW HORMUSJEE & Co.

Bombay, 3rd May 1873.

BENNETT AND COMPANY, No. 4, FORBES STREET.

WEEKLY SALE.

THIS DAY SATURDAY, the 3rd instant, Messrs. BENNETT and Co. will sell by Public Auction, at their Rooms, a large quantity of grey and coloured piece goods, &c.

6 Bales Grey Shirtings.

5 Cases Coloured Prints.

The Property of a Gentleman proceeding to Europe.

A few articles of furniture, such as tables, chairs, couches camp cots dressing and washing tables, sideboard, clothes press, camphorwood chest of drawers, cupboards, teapoys, child's iron cradle, treasury chest, carpets, choice plants, children's scrap pictures, map, slates with keys, games, &c.

AT 1 P.M.

A roomy Brougham by Thorn, in good condition, the property of T. Wilson, Esq.

AUCTION SALE of valuable and handsome Household Furniture, best Plated, rich Crockery and Glassware, Piano, Carriages, Horses, &c., at Upper Colaba.

The date will be fixed hereafter. Messrs. BENNETT & Co. are instructed to sell by Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of Captain Warner.

Full particulars will be given hereafter.

AUCTION SALE of valuable and Handsome Household Furniture, Plated Glass and Porcelainware, &c., at No. 88, Malabar Hill.

On FRIDAY, the 9th instant, Messrs. BENNETT & Co. are instructed to submit to Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of J. G. PICKERING, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and handsome English Walnutwood and richly carved blackwood Household Furniture, Plated, Glass, and Porcelainware, a handsome English-built Mail Phaeton, a serviceable Grey Arab Horse, a splendid collection of Ferns, Orchids, and a great variety of choice and rare plants, &c., at the Rock, Mount Road, Mazagon.

THIS DAY, SATURDAY, the 3rd instant Messrs. BENNET and Co. are instructed to submit to Public Auction, at his residence, at the above-mentioned place, the valuable and handsome Household Furniture, &c., the property of F. D. Parker, Esq., the same comprises, rich cut glassware, dinner and breakfast services, handsome China dessert set, best plated ware, such as hot-water and vegetable dishes, cruet, pickle and egg frames, tea set, toast racks, waiters, a mahogany case containing a set of best electro-plated spoons and forks, table and chamber candlesticks, cutlery, &c., handsomely carved blackwood furniture, such as a round dining table for eight persons, sideboard, dining-room chairs, screens, handsome English walnutwood drawing-room suit, consisting of drawing-room table, easy and drawing-room chairs, half-backed sofa, all covered with rich green damask, richly carved pier tables, centre ottoman, whatnots, hat stands, handsome China vases, figures, Japanese bronze figures, English iron bedstead, and camp cot, cleopatra couches, dressing and washing tables, clothes press, cupboards, iron treasury chest, dispense articles, cooking utensils, iron stoves, a splendid collection of choice plants in China and earthen pots, &c., &c.

AT 2 P.M.

A handsome English light Mail Phaeton with a powerful Grey Horse and Harness.

Catalogues are published, and the property will be on view, this afternoon.

AUCTION SALE of Valuable and Handsome Household Furniture, Plated, Glass and Porcelainware, a first-class Piano, &c., at Cumballa Hill.

On TUESDAY, the 13th instant, Messrs. BENNETT and Co. are instructed to submit to Public Auction, at the abovementioned place, the valuable and handsome Household Furniture, &c., the property of H. E. Astley, Esq.

Full particulars will be given hereafter.

AUCTION SALE of Valuable and Handsome Household Furniture, Planted, Glass, and Porcelainware, Carriages, Horses, &c., at Breach Candy.

On THURSDAY, the 8th instant Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence at the abovementioned place, the Valuable and Handsome Household Furniture, &c., the property of HENRY FORMAN, Esq.

Full particulars will be given hereafter.

FOR SALE.

A light comfortable and handsome Buggy in excellent order. Rs. 5 0.

A Light Park Phaeton, latest pattern and in capital order. Rs 300.

An excellent Milch Buffaloe, Mrs. Bouncer, has been carefully fed and gives 10 seers of delicious milk every day. May be had a bargain.

BENNETT & Co.

Bombay, 3rd May 1873.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

On MONDAY next, the 5th instant, at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms—

10 Bales Grey Shirtings.

10 Cases Grey Dhoties.

7 Cases Prints.

115 Pair Grey Blankets.

A large Shamianah tent, 30 by 30, nearly new, and complete in every respects.

A second-hand Harmonium, Hand Organ, and Musical Box.

A handsome large Pier Glass Frame.

SALE OF SUPERIOR FIRST CLASS MOULMEIN TEAK SQUARES.

On SATURDAY, the 10th May, at 2 P.M., Messrs. CRAWFORD & Co, will submit to Public Auction, at the Frere Bunder, about 300 superior first-class Moulmein teak squares.

In small convenient lots to suit the requirements of purchasers.

CRAWFORD & Co.

Bombay, 3rd May 1873.

NEW ADVERTISEMENTS.

STEAMER TO ADEN AND ZANZIBAR.

THE B. I. S. N. COMPANY (Limited) will despatch the Steam-ship CASHMERE, 1,062 Tons, 200 H. P., Commander T. SANDERS, on TUESDAY, the 13th May, at 4 P.M., for Aden and Zanzibar.

For Freight and Passage apply to the Undersigned.

W. NICOL & Co., Agents.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, SATURDAY, 3RD MAY, 1873.

GRAND OPENING NIGHT OF A NEW AND BRILLIANT COMEDY, WRITTEN BY MR. NASARWANJI NOWROJI PARAK, ENTITLED,

FEROZE AND PERICHER,

ABOUNDING IN NEW AND DAZZLING SCENIC EFFECTS.

THE ENTERTAINMENT WILL CONCLUDE WITH THE CHARMING OPERA OF

INDUR SABHA.

N.B.—The Public are requested to be in their Seats by 8-30 P.M., as if they miss the Opening Scene they will not only understand the Play but lose the best portion of it.

A GOOD BAND WILL BE IN ATTENDANCE.

Tickets to be had at the GRANT ROAD THEATRE.

NOTICE.—It is hereby notified that the Undersigned did, on the 1st instant, PAY to HER MAJESTY'S TREASURY in Bombay the SUM of RUPEES 16,000, being the FORTY-SIXTH MONTHLY INSTALMENT of the first FIFTEEN LAC LOAN, with interest; the SUM of RUPEES 14,600, being the FORTY-SIXTH MONTHLY INSTALMENT of the VEHAR WATER WORKS' DEBT; and also RUPEES 9,840, being the FOURTEENTH INSTALMENT on account of the NEW LOAN of Rupees 15 Lacs, aggregating Rupees 40,440.

W. G. PEDDER,

Acting Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 2nd May 1873.

TREACHER and COMPANY (Limited).—NOTICE is hereby given, that the NINTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be HELD in the Fort Premises, on THURSDAY, the 8th May 1873, at 4 P.M.

1. To receive the Accounts made up to 31st March 1873, and the Directors' Report.
2. To declare a Dividend.
3. To elect Directors.
4. To elect Auditors.

By Order,

GEO. PUGH, Manager in India.

Bombay, 29th April 1873.

NOTICE is hereby given, that GUNNESH RAMJEE, of Bombay, Hindoo inhabitant, has contracted to sell all that piece of land and garden known by the name of Mulluk Garden, with the messuages or dwelling-houses standing thereon, and the appurtenances thereunto belonging, situate at Girgaum, opposite to the oart there belonging to the Hon. Mr. Munguldass Nuthoobhoy, outside the Fort, in the Island of Bombay, and assessed by the Collector of Assessment under Nos. 81 and 82, and registered in the books of the Collector of Land Revenue under Nos. 686 and 726, containing by admeasurement 5,753 square yards or thereabouts, and bounded on the north by the public road called the Girgaum Back Road, on the south by the garden belonging to the Portuguese Church, on the east by the public road, and on the west by the garden of Kessowjee Toolseydass and Moorarjee Toolseydass. All persons having claim on the said property, by way of mortgage, gift, inheritance or otherwise, are hereby required to make the same known, in writing, to the Undersigned, at their Office, No. 23, Apollo Street, Fort, within 14 days from the date hereof, otherwise the sale will be completed without regard to any such claim.—Dated the day of May 1873.

RIMINGTON, HORE, AND LANGLEY,

Solicitors for the Vendor.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ORDINARY ORIGINAL CIVIL JURISDICTION.

In the matter of the Indian Companies' Act 1857, and in the matter of the COMMERCIAL FINANCIAL and STOCK EXCHANGE CORPORATION, Limited.

UPON reading the Petition of DYAL JAIRAZ, in the above matter, dated the 29th day of April 1873, and the Affidavit of the said Dyal Jairaz, solemnly affirmed herein on the said 29th day of April 1873, and upon hearing MR. ARTHUR PEILE, Solicitor for the said Petitioner, let all persons concerned attend before the sitting Judge in Chambers, in the Court House, on THURSDAY, the 12th day of June 1873, to show cause why the sum of Rs. 18,281-10, being the third Dividend on 4,432 shares in the said Commercial Financial and Stock Exchange Corporation, Limited, now in the hands of the Accountant General of this Honourable Court, should not be paid to the said Petitioner; and I do further direct that this Order be advertised once in two English Daily Newspapers and in two Native Newspapers published in Bombay.—Dated this 30th day of April 1873.

L. H. BAYLEY.

HEARN, CLEVELAND, & PEILE,

Petitioner's Attorneys.

MACFARLANE'S CASTINGS.

ARCHITECTURAL, SANITARY, AND ARTISTIC.

GLASGOW. 46, Washington Street. | LONDON. 84, Upper Thames Street.

New Works.—POSSILPARK, GLASGOW.

See Fifth Edition of Catalogue, containing 3,500 new designs in

Rain Water Goods.
Railing and Gates.
Tomb Railing.
Terminals.
Cresting.
Verandahs.
Conservatories.
Covered Ways.
Balconies.
Fountains.
Columns & Lamps.
School Fittings.
Washhand Basins.
Closets and Urinals.
Baths and Troughs.

ORNAMENTAL CASTINGS OF EVERY DESCRIPTION.

Orders must be accompanied by a remittance or reference to a firm in England.

YARROW & HEDLEY'S

SMALL STEAMERS AND STEAM LAUNCHES, BUILT OF WOOD, IRON, OR STEEL.

23 feet long...seats for 8 persons...complete from £192 to £270.
30 feet long...seats for 14 persons...complete from £260 to £350.
37 feet long...seats for 20 persons...complete from £324 to £430.
43 feet long...seats for 30 persons...complete from £476 to £610.
50 feet long...seats for 60 persons...complete from £860 to £1,040.
&c. &c. &c.

Steamers up to 45 feet in length can be transported on a ship's deck entire, and ready for immediate use on arrival, or shipped in 3 or more sections.

The above may be used for conveying passengers, carrying cargo, or as tugs.

The total working expenses of a Steamer 43 feet long, amount to 15 shillings a day in England; the consumption of fuel being about 6 cwt., and a man and a boy the crew required.

Paddle and Screw Steamers constructed specially for river navigation, having a very shallow draught of water.

MACHINERY SUPPLIED FOR BOATS BUILT ABROAD.

YARROW & HEDLEY,

Engineers and Builders, Isle of Dogs, Poplar, London.

Prospectuses may be obtained at the Office of this Journal.

CROSSE AND BLACKWELL'S

CELEBRATED OILMEN'S STORES,

ALL OF SUPERIOR QUALITY.

Pickles, Sauces, Syrups.
Jams in tins and jars.
Orange Marmalade.
Tart Fruits, Dessert Fruits.
Pongons, Lisbon Apricots and Peaches.
Mustard, Vinegar.
Fruits in Brandy and Noyeau.
Potted Meats and Fish.
Fresh Salmon, Oysters and Herrings.
Kippered Salmon and Herrings.
Herrings à la Sardine.
Pickled Salmon.
Yarmouth Bloaters.
Blackwall Whitebait.
Fresh and Findon Haddocks.
Pure Salad Oil.
Soups in Pint and Quart Tins.
Preserved Meats in tins.
Peas, Carrots, Beans, and other Vegetables.
Preserved Hams and Cheese.
Preserved Bacon.
Oxford and Cambridge Sausages.
Bologna Sausages.
Yorkshire Game Pâtes.
Yorkshire Pork Pâtes.
Tongues, Game, Poultry.
Plum Puddings.
Lea and Perrins' Worcestershire Sauce.

FRESH SUPPLIES OF THE ABOVE AND NUMEROUS OTHER TABLE DELICACIES MAY ALWAYS BE HAD FROM TREACHER & CO., BOMBAY AND POONAH, AND BULL & CO., BOMBAY; AND EVERY STOREKEEPER.

CAUTION.

To prevent the fraud of refilling the Bottles or Jars with native productions, they should INVARIABLY BE DESTROYED when empty.

Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

EVERY CORK IS BRANDED WITH CROSSE AND BLACKWELL'S NAME.

CROSSE AND BLACKWELL,

PURVEYORS TO THE QUEEN,

SOHO SQUARE, LONDON.

At the Paris Exhibition of 1867, THREE PRIZE MEDALS were awarded to CROSSE and BLACKWELL for the marked superiority of their productions.

NEW ADVERTISEMENTS.

ORIENTAL BANK CORPORATION.—MR. G. HAMILTON TRAILL will act as AGENT of the CORPORATION at BOMBAY until further notice.

J. F. MOIR, Agent.

Bombay, 1st May 1873.

THE DELHI AND LONDON BANK (LIMITED) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

A GENTLEMAN at Byculla, having a large HOUSE with more accommodation than he requires, would be glad to meet with TWO or THREE OTHERS, or a MARRIED COUPLE, to JOIN HIM.

Arrangements can be made personally. Apply to "M.P.," care of *Bombay Gazette*.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE.

VISITORS TO MATHERAN.

On SATURDAY next, the 26th instant, and on every subsequent SATURDAY, until further notice, the LOCAL TRAIN, which leaves Bombay at 6-5 P.M., will be worked through to NAREL for the convenience of VISITORS to MATHERAN.

A SPECIAL TRAIN will also leave NAREL at 6-30 A.M. on MONDAY MORNING, the 28th idem, and on every subsequent MONDAY, until further notice, arriving in Bombay at 10-17 A.M.

Ordinary and Return and Coupon Tickets will be issued by these Trains.

HENRY CONDER,

General Traffic Manager.

Bombay, 24th April 1873.

NOTICE.—THE SEVERAL PARTNERSHIPS and SUB-PARTNERSHIPS heretofore subsisting between the Undersigned, HORMUSJEE NOWROJEE SACKLOTHWALLA and NUSSERWANJEE RUTTONJEE TATA, of Bombay, Parsee Merchants, under several Names and Styles, as Merchants and Commission Agents and General Contractors, ceased and determined by mutual consent on the 28th February 1873.

The Undersigned, HORMUSJEE NOWROJEE SACKLOTHWALLA, also notifies that his interest and responsibility in the firm of MUNCHERJEE SOONDERJEE & Co., as Commissariat Contractors, ceased on the 31st March 1872; and further, the business carried on by him as a Merchant and Commission Agent, under the Style of H. NOWROJEE & Co., ceased on the 1st November last.

The Undersigned also notifies to the public that he has now no share or interest whatsoever in any Firm or Business in partnership with any person or persons whomsoever.

H. NOWROJEE.

Victoria Buildings, Bombay, 1st May 1873.

WANTED.

WANTED OVERSEERS for the LOCAL FUNDS DEPARTMENT of this District. Applications to be submitted to the Local Fund Engineer, Tanna, before the 15th proximo.

J. W. ROBERTSON,

Collector and President Local Fund Committee.

Tanna Collector's Office, Mulliani, 26th April 1873.

BOARD and LODGING, with an EUROPEAN FAMILY at Byculla.

ONE or TWO GENTLEMEN can be accommodated with the above at moderate terms. The Bungalow is well situated, with large Compound and Stabling, at a distance of about two minutes walk from the Railway Station. Address "X. Y. Z.," care of this Paper.

AN ASSISTANT (EUROPEAN) in a Mercantile House in Calcutta, where the Establishment is being reduced, desires an engagement in a like capacity, in a Bank or other responsible position. Has had many years experience both of Banking (on the Scotch system) and of Manchester Manufactures, and has a thorough knowledge of Bookkeeping. Can be recommended by present employers.

NOTICES.

AGRA BANK (Limited).—NOTICE.—MR. W. S. D. BLACKHALL will act as MANAGER of this BRANCH from 1st proximo, during my absence on leave, or until further notice.

By Order of the Directors,

FRED. T. ATKINS,

Officiating Manager.

Bombay, 30th April 1873.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,

Secretaries and Managers.

ORIENTAL SPINNING AND WEAVING COMPANY.—NOTICE is hereby given, that a DIVIDEND of Rs. 150 per SHARE will be PAID to the SHAREHOLDERS at the Company's Office, No. 26, Meadow Street, Fort, on and after MONDAY, the 5th May 1873.

Shareholders are requested to produce the Share Certificates when applying for Dividend.

The TRANSFER BOOKS of the COMPANY will be CLOSED from the 28TH INSTANT, to the 12TH MAY 1872, both days inclusive.

By Order of the Board of Directors,

HOMEJEE DINSHAW JEELA,

Secretary.

Bombay, 26th April 1873.

B. B. AND C. I. RAILWAY.

ALTERATION OF TRAINS.

On and after May 4th, the DOWN MAIL will leave Church Gate Street at 7 A.M., Surat 3-30, Broach 5-12, Baroda 7-10, and arrive at Ahmedabad at 10-0 P.M. The UP MAIL will leave Ahmedabad at 6-45 A.M., Baroda 9-36, Broach 11-26, Surat 1 25 Noon, and arrive at Church Gate Street at 9-10 P.M. The DOWN MIXED will leave Church Gate Street at 7-30 A.M., arrive at Surat 8-15 P.M.; leave Surat 8-0 A.M., arrive at Ahmedabad 5-50 P.M.; leave Ahmedabad 7-0 A.M., arrive at Wudwan 2-0 P.M. The UP MIXED will leave Wudwan at 10-30 A.M., arrive at Ahmedabad 5-30 P.M.; leave Ahmedabad 7-30 A.M., arrive at Surat 5-15 P.M.; leave Surat 7 A.M., arrive at Church Gate Street 7-20 P.M. The DOWN LOCAL, Bombay to Veraur, will leave Church Gate Street at 7-0 P.M., and arrive at Veraur at 9-20. The Kankra Kharee Station will be closed. For further particulars, see the Company's Time Tables, which are exhibited at all Stations.

J. R. DUXBURY,

Traffic Manager.

Bombay, 29th April 1873.

NOTICE.—Re HENRY IVESON, Deceased.—Pursuant to Act XXVIII. of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that ALL PERSONS, being Creditors of, or otherwise having Claims upon, or against, the ESTATE of HENRY IVESON, late of Blackbank, in the County of York, and of Stanhope Terrace, Hyde Park, in the County of Middlesex, in England, deceased, who died in England aforesaid, on the 5th day of January 1843, and Letters of Administration of whose personal Estate and Effects with a copy of the Probate of the last Will and Testament of the said deceased, issued out of the Prerogative Court of the Archbishop of Canterbury, in England, annexed), were on the 25th day of April 1873 granted by the High Court of Judicature at Bombay to HENRY RANDALL CORMACK, of Bombay, British Merchant, and one of the constituted Attorneys of Lancelot Iveson, the Executor named in the last Will and Testament and Codicil of JANET, otherwise JESSIE, IVESON, deceased, the Executrix named in the last Will and Testament of the said Henry Iveson, deceased, are hereby required, on or before the 25th day of May 1873, to send to Messrs. RIMINGTON, HORE and LANGLEY, of Bombay, Proctors for the said Henry Randall Cormack, as such Administrator as aforesaid, the particulars of their claims upon or against the said Estate, and that at the expiration of such time the said Administrator will hand over the whole of the assets of the said deceased to the said Lancelot Iveson, as such Executor as aforesaid, having regard to the claims only of which he shall then have notice. All persons indebted to the said Estate or having property of the deceased in their hands are hereby required forthwith to pay or account for said debts or property to the said Administrator.—Dated this 25th day of April 1873.

RIMINGTON, HORE, AND LANGLEY,

Proctors

EDUCATION IN ENGLAND.—A WIDOW LADY and her DAUGHTERS, residing in Chiswick, assisted by Resident Foreign Governesses and Professors of Eminence, wish to receive ANGLO-INDIAN CHILDREN to EDUCATE with a select number of PUPILS. The comforts of a refined Christian Home, with tender maternal care offered. Entire charge taken if desired. The air of Chiswick is genial, the soil grand, and the situation one of the healthiest and most agreeable in England. Terms from 100 guineas a year. References are kindly permitted to the Hon. MR. JUSTICE LUSH, Balmoral House, Avenue Road, St. John's Wood, London; REV. F. GELL, M.A., (late Chaplain, Bombay Presidency), Llyswen Rectory, Brecon; and the REV. N. LORAINE, St. Paul's, Grove Park, Chiswick. Address, MRS. EVANS, Cresswell Lodge, Grove Park, Chiswick, London, W.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

PETRIFYING SILICATE PAINTS,

FOR HOUSE, SHIP, AND GENERAL USE.

Manufactured by the

SILICATE PAINT COMPANY, LIVERPOOL.

In all Colours, have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, 1 cwt. is equal in bulk and will do the work of 2 cwt. lead Paints. See Article in "Engineering," 26th January 1872.

DAMP WALLS, CHURCHES, &c.,

Cured by the Petrifying liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For Particulars and Testimonials, apply to the

SILICATE PAINT COMPANY, Liverpool.

SPECIAL KIT

FOR

OVERLAND PASSENGERS AND TRAVELLERS

READY FOR IMMEDIATE USE.

	Rs. a.	Rs. a.
Deck Suits		17 0
Overland do.		27 0
Warm do.		35 0
Overcoats or Inverness Capes	30 0 to	45 0
Sleeping Suits	6 8 to	17 8
Dressing Gowns	10 0 to	23 0
Pyjamas ½ doz.		16 8
Oxford Shirts ,,		36 0
White do. ,,		22 8
Best Printed ,,		22 8
Best Flannel ,,		49 0
Silk and Wool ,,		52 0
Under Vests ,,	14 0 to	31 0
Do. Pants ,,	26 0 to	31 0
Towels		4 12
Pillow Cases Each		1 8
Sheets Per pair		9 8
Cardigan Jackets		9 8
Bathing Drawers		2 0

	Rs. a.	Rs. a.
Rail Portmanteaux or Overland Trunks		12 8 to 28 0
Best Solid Leather		52 0
Extra Size do.		75 0
Black Hide Hand Bags	11 8 to	24 0
Cash Bags		6 12
Courier Bags		6 8
Money Belts		3 8
Sovereign Boxes		4 0
Soiled Linen Bags		4 12
Sponge Bags		2 0
Sponges (large)		3 8
Hat Brushes		1 0
Air Pillows		6 0
Travelling Pillows		2 0
Rug Straps		2 0
Lock Straps		5 0
Waterproof Coats		15 0
Travelling Caps		3 8

	Rs. a
Warm Gloves	2 4
Do. Mitts	1 12
Do. Mufflers	2 0
Gent's Scarfs Knott, or Pin	1 0 to 3 8
Paper Collars Doz.	1 0
Linen do. ,,	6 0
Cotton Socks ,,	9 8
Warm Merino ,,	15 8
Cambric Handkerchiefs	5 0 to 18 0
Umbrellas with Covers	9 0
Overland Chairs, best Beech	9 0 to 13 8
Long Rugs, or Scotch Mauds	15 0 to 30 0
Blankets Each	11 8

ASQUITH AND COMPANY,

23 & 24, APOLLO STREET, BOMBAY.

SOUNDY, BRESLAUER & CO.,

MUSIC SALOONS,

ESTABLISHED, 1864.

PIANOFORTES FOR SALE OR HIRE.

Instruments tuned, repaired, or taken in exchange.

HARMONIUMS FROM THE BEST MAKERS.

MILITARY BAND INSTRUMENTS.

VIOLINS, GUITARS, BANJOS, VIOLINCELLOS, BASSES.

EVERY DESCRIPTION OF MUSICAL INSTRUMENTS.

NEW SHEET MUSIC.

ALL THE POPULAR PIECES AND STANDARD WORKS.

New Music by every Mail.

THE FINE ARTS.

OLEOGRAPHS, CHROMO-LITHOGRAPHS, ENGRAVINGS.

THE LARGEST STOCK IN INDIAN TO SELECT FROM

PICTURES MOUNTED AND FRAMED TO ORDER IN EVERY STYLE.

PHOTOGRAPHS OF INDIAN SCENERY.

SACHE'S PHOTOGRAPHS are now admitted to be the best executed and the best chosen subjects in India, and the largest and cheapest yet produced.

Size 12 by 10—Price Rs. 1½ each.

MR. SACHE HAS JUST COMPLETED A

NEW SERIES OF BOMBAY VIEWS.

GUNS, RIFLES, AND REVOLVERS.

AS DIFFERENT MAKERS EXCEL IN SPECIAL CLASSES OF WEAPONS, WE DO NOT CONFINE OUR IMPORTATIONS TO ONE MANUFACTURER'S GOODS ONLY. WE ARE HOWEVER SOLE APPOINTED AGENTS FOR

LINCOLN JEFFERIES OF BIRMINGHAM; AND E. LEFAUCHEUX, PARIS.

LOCK STITCH SEWING MACHINES.

THE celebrated LITTLE WANZER, complete with all necessary fittings to work by hand without stand Rs. 60.

The same complete with Stand, to work by hand or foot, Rs. 75 nett cash.

WHEELER & WILSON NOISELESS SEWING MACHINE on stand with Cover to Machine, complete with 11 fittings, silver plated Rs. 125.

We are specially appointed Agents for these two kinds.

PATENT DOMESTIC FREEZING APPARATUS.

OR "CARRIES" PATENT ICE-MAKING MACHINES.

The only Genuine, as we are Sole appointed Agents for the Manufacturers.

BEING direct Importers and having no London agency charges to add, we are enabled to sell at a lower rate than any other house in India.

Large size to make 5 pounds of Ice, at each operation, with stove and everything complete..................Rs. 210

Smaller size to make 2½ pounds of Ice, complete ....Rs. 147

We have just received a Consignment of the larger size Machines of an IMPROVED KIND, the Boiler being made in one piece, without any join or seam whatever. This class of Machine cannot be had of any other Firm in India.

Nett Price complete as above........................Rs. 250.

⁂ This is the price usually charged by other Firms for the ordinary apparatus.

SOUNDY, BRESLAUER & CO.,

GENERAL IMPORTERS AND AGENTS,

BOMBAY.

NOTICES.

BURLINGTON

HAIR DRESSING & SHAMPOOING SALOON

IS NOW OPEN,

17, CHURCH GATE STREET,

NEXT TO MESSRS. CARR BROTHERS.

31st December 1872.

ALWAYS ON HAND,

AT

P. GRANT AND SON'S,

2, RAMPART ROW,

SADDLERY AND HARNESS

OF EVERY DESCRIPTION,

WHIPS SPURS,

AND

MILITARY ACCOUTREMENTS.

G. NICOLL & CO.,

SADDLERS AND HARNESS MAKERS,

30, MEADOW STREET,

BOMBAY,

AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

19, MEADOW STREET AND RAMPART ROW,

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

LAFOND BROTHERS.

CONVEYANCES REPAIRED. CARRIAGES AND HORSES KEPT ON COMMISSION SALE.

REDUCTION IN CHARGES IF ENGAGED FOR A LONG PERIOD.

CARRIAGES AND HORSES ON HIRE.

TERMS MODERATE.

HORSES TREATED AND SHOD BY A PRACTICAL EUROPEAN PROFESSIONAL.

Apply to LAFOND BROS., Proprietors, Livery and Commission Stables, Colaba, and Branch at Ash Lane, Fort, next to the Currency Office.

BOURNE AND SHEPHERD,

PHOTOGRAPHERS,

No. 10, RAMPART ROW,

(Near the Esplanade Hotel.)

STUDIO FOR PORTRAITURE OPEN DAILY

FROM 9 A.M. TILL 4 P.M.

BOURNE AND SHEPHERD'S well known Photographs of Cashmere, the N. W. Provinces, Calcutta, the principal Hill Sanitaria, the Grand Snow Scenes of the Himalayas, the Neilgherries, Southern India, and Ceylon, always on view, and, being all kept arranged in books, may easily be inspected.

BOURNE and SHEPHERD also beg to intimate that a series of Views of Bombay, Poona, and Matheran have lately been added to their Collection.

COLOURING.

Orders for Colouring executed in the best manner, in Oil, Water Colour, or Crayons. Specimens can be seen at their Rooms.

Bombay, 2nd January 1872.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the Office of the "BOMBAY GAZETTE" Office.

NOTICES.

ESTABLISHED,

UNDER THE AUSPICES OF GOVERNMENT,

A.D. 1808.

MESSRS. HAMILTON AND CO.,

CALCUTTA, BOMBAY, AND SIMLA,

GOLDSMITHS, JEWELLERS, & SILVERSMITHS,

IN ORDINARY,

TO H. E. THE VICEROY OF INDIA,

WATCH AND CLOCK MAKERS,

MEADOW STREET, BOMBAY,

TAKE this opportunity of thanking their numerous Constituents and the Public generally for the large share of Patronage with which they have been honoured since the opening of their Branch in this City.

With a view of continuing to merit these favours, and owing to their present place being entirely unsuitable to their business they have taken the more desirable Premises situated at the corner of Dean Lane and Hummum Street, to which place they will remove on the 1st of May next.

In the mean time, pending the alterations and decorations, they will continue their business in Meadow Street.

Messrs. HAMILTON & Co., being *manufacturing* Jewellers, can guarantee their recherché stock as being the best and most moderately priced obtainable.

Messrs. H. & Co. hope to receive the same support in this Presidency that they have hitherto been honored with in the other Presidencies of India.

HAMILTON & Co.,

In Ordinary.

Meadow Street, 7th April 1873.

CURSETJEE COWASJEE, WATCHMAKER to the G. I. P. RAILWAY, No. 11, Meadow Street, has lately RECEIVED by last MAIL—

Silver English Watches by Charles J. Hill, Silver Swiss Watches by John Barrell, Silver Swiss Repeaters by John Barrell, Gold Swiss Watches by John Barrell, inside Moon Days and Dates, second independent.

Soldiers' Watches, Musical Boxes, Snuff-Box with Singing Bird, American Clocks, Gold Ear-rings, Lockets, and Chain, warranted 9 carats to 18 carats. Warranted fine Silver Chains. Repairs of all kinds undertaken and completed at the shortest notice possible.

Orders from Up-country Stations punctually attended to, if accompanied with remittance.

CURSETJEE COWASJEE,

Watchmaker to the G. I. P. Railway Company.

FAVRE, LEUBA, & Co.

ARRIVED

BY THE LAST MAIL

A SMALL CONSIGNMENT OF

CARRIAGE CLOCKS,

WITH ALARM, DAYS, AND DATES,

STRIKING AND REPEATING THE HOURS AND HALF HOURS,

FOR RUPEES 195.

ADAMS'S PATENT C. F. BREECH-LOADING REVOLVERS, as exclusively adopted by H. M. War Department. Reprints of Special Articles from the *Times*, *Engineer*, *Daily Telegraph*, *Pall Mall Gazette*, &c., on competitive trials of this Revolver, with price lists, can be obtained on application to JOHN ADAMS, at the Factory and Depot, THE SOLE ADDRESS,

391, STRAND, LONDON, W. C.

Breech-loading Guns, Rifles, with all necessary Appurtenances.

NOTICES.

DEBTS RECOVERED in BOMBAY, INDIA, and ENGLAND, by LAW or OTHERWISE.

NO COMMISSION nor FEE CHARGED if the DEBTS be not recovered, otherwise 5 per cent. Commission and the actual out of pocket expenses.—Apply to

THE SECRETARY,

Bombay Trades' Protection Society,

17, Meadow Street, near Bank of Bombay Old Buildings.

THE LAND MORTGAGE BANK of INDIA (Limited) are prepared to SELL, on TERMS likely to meet the views of Investors, the undermentioned PROPERTY:

AT BOMBAY.

A piece of Ground measuring 20,412 square yards, together with the partially built bungalow, out-houses, fruit trees, &c., standing thereon, situate on the sea side at Breach Candy.

If desired, a portion of the purchase money may remain on mortgage for a time at a moderate rate of Interest, or arrangements can be made for payment by as many as TEN ANNUAL INSTALMENTS.

For further particulars apply at the Bank's Office in Bombay.

NUSSEY & PILLING'S

WELL KNOWN

SEWING MACHINES.

The Improved Little Stranger Hand Lock-Stitch (Shuttle) £4 4s.

The "Nussey and Pilling" New Family Silent Sewing Machine (Shuttle) £7 10s.

The Noiseless Tudor, for Tailoring and Manufacturing Purposes (Shuttle) £8 10s.

Wheeler and Wilson Machines.

Merchant Shippers supplied.

London Office: C. E. WILSON, 29, Falcon Square, London, E. C.

Manufactory: Park Works, Park Lane, Leeds, England.

LAMPLOUGH'S

EFFERVESCING PYRETIC SALINE.

IMPORTANT to all, more especially those who have the charge of others, to Travellers, English Ministers, British Consuls, and Europeans seeking to reside in safety in Tropical and Foreign Climates. During hot weather, summer and autumnal months, it is invaluable, for it invigorates the body, vitalises the blood, and thereby prevents and cures fevers, &c.

Her Majesty's representative, the Governor of Sierra Leone, in a letter of request for an additional supply of the Pyretic Saline, states—"It is of great value, and I shall rejoice to hear it is in the hands of all Europeans visiting the tropics."

SICKNESS, HEADACHE, & NAUSEA are in most cases immediately relieved by taking a tea-spoonful in a tumbler of cold water. This can be repeated once or twice in two hours if needful.

SEA VOYAGES.—It is a very valuable accompaniment, and should on no account be omitted. It instantly allays the sickness.

FOR BILIOUS CONSTITUTIONS, giving rise to vitiated secretions, indigestion, and eruptions on the skin, a tea-spoonful should be taken daily with the dinner in a tumbler of water, and the same quantity on going to bed.

May be obtained of the Proprietor, H. LAMPLOUGH, Consulting Chemist; and of

MESSRS. ALDRIDGE, SALMON, & Co., Bombay

Depot for the Trade only.

SHACKLETON & CO.,

EXPORT PROVISION MERCHANTS,

145, BOTOLPH LANE,

AND

2, GROCER'S HALL COURT,

LONDON,

REAL YORK HAMS.

PRIME WILTSHIRE BACON.

BERKLEY, CHEDDAR, PINE, STILTON and EDAM CHEESES, &c., &c.

Orders must be accompanied by remittances or references to first rate London Houses.

DINNEFORD'S FLUID MAGNESIA,

The best remedy for

ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION,

and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO.,

CHEMISTS, LONDON,

And of Druggists and Storekeepers throughout the world.

N.B.—Ask for DINNEFORD'S MAGNESIA, and use DINNEFORD'S Friction Gloves and Belts.

Agents—TREACHER & Co., Bombay, Byculla, and Poona.

BRISTOW, EDMONDS & WILLIAMS,

(Late BRISTOW & EDMONDS,)

PERFUMERS, FANCY SOAP MAKERS,

AND DRUGGISTS,

ALSO

GENERAL BRUSH MAKERS,

WHOLESALE AND EXPORT,

5, BISHOPSGATE AVENUE, CITY, E.C.,

LONDON,

(Established nearly 100 Years,)

So well known for their

ESSENCE OF PEPPERMINT, ESSENCE OF JAMAICA, GINGER, and their JAMAICA and MARROW POMATUM.

These preparations are unique and unrivalled.

MANUFACTURERS OF

SEIDLITZ AND SODA POWDERS,

Specially for India, China, and the East.

CITRATE OF MAGNESIA,

In bottles of various sizes.

COLD CREAM, BEAR'S GREASE and CIRCASSIAN CREAM, Rose, Jasmine and Macassar Oils, Lavender Water, and Eau de Cologne.

ESSENCES, BOUQUETS and NOSEGAYS for the Handkerchief in great variety, including Ess. Bouquet, Jockey Club, Millefleur and Ylang Ylang.

FRENCH ESSENCES AND POMADES.

Liberal terms to Merchants and large Shippers.

FRENCH MEDICINES,

PREPARED BY

GRIMAULT & CO.,

PHARMACEUTICAL CHEMISTS,

8, RUE VIVIENNE, PARIS.

OF all the MEDICINES offered to the PUBLIC for many years past, none have met with such favourable reception, or been so generally approved by the Medical Profession, as those prepared by Messrs. Grimault and Co.

The model laboratories of this firm, situated at Neuilly-sur-Seine, and managed by Dr. Leconte, Professor in the Faculty of Medicine; ex-Pharmacist of the Hospitals of Paris, and formerly Assistant to Dr Claude Bernard, Professor of Physiology at the College of France, offer guarantees to be found in no other establishment.

Among these preparations we may especially mention—

LERAS'

LIQUID PHOSPHATE OF IRON.

It contains the constitutive elements of the bones and of the blood, and is the most rational of all chalybeates. It may be prescribed for the most delicate young females whose development has been retarded; for women suffering from stomach complaints, anæmia; for pale and sickly children deprived of appetite; and as its principal action is to restore to impoverished blood the iron in which it is deficient, and to the bones the phosphate that forms their base, it is recommended for debilitated persons whether their debility proceeds from disease or from any other cause. Its use is always attended with surprising results.

GRIMAULT AND CO.'S

SYRUP OF HYPOPHOSPHATE OF LIME.

An excellent remedy for all affections of the chest; it relieves coughs, effectually prevents nocturnal perspiration, and restores the patient's strength. This syrup is the only one which, ever since 1857, has invariably been attended with satisfactory results—a fact due to the purity of the hypophosphite employed. Be sure to observe that it bears the signature Grimault and Co.

The effect of the Syrup of Hypophosphite of Lime is increased by the Pectoral Lozenges of Lactucarium and Cherry Laurel, prepared by Grimault & Co.

This delicious Comfit, containing the most soothing substances of all the Materia Medica is employed with success against Cough, Influenza, Bronchitis, Whooping Cough, &c.

GRIMAULT AND CO.'S

IODIZED SYRUP OF HORSE RADISH.

Considered the best substitute for Cod-liver Oil. It has been ascertained by experiments made in the principal Hospitals of Paris that this syrup has always produced results superior to those obtained from the above-mentioned Oil, which patients find so disagreeable to take.

Not a single instance can be adduced in which pale, lymphatic children, subject to swelling of the glands, to eruption of the skin, of the head or the face, or other inconveniences of a weak constitution, who have taken this syrup without deriving signal benefit from its use.

GRIMAULT AND CO.'S

PEPSINE,

DIGESTIVE POWDERS, ELIXIR AND WINE.

Pepsine is one of the most recent scientific discoveries in therapeutics. Acting chiefly on the organs of digestion, it possesses the property of effecting digestion by its innate virtues. It removes all the inconveniences of difficult digestion and even prevents the nausea to which pregnant women are liable.

The researches on pepsine made at the College of France by Dr. Leconte, in conjunction with Professor Claude Bernard, must secure the preference for our preparations of pepsine.

GRIMAULT AND CO.'S

MATICO,

CAPSULES AND LIQUID.

Composed of the essence extracted from the plant so called, they have been constantly employed with the most brilliant success in a certain class of contagious diseases.

They combine extraordinary efficacy with the advantage of never causing nausea, eructations, or pains in the stomach, as do the gelatinous capsules which contain Balsam of Cobaiba in a liquid state; or the strictures that result from the use of injections having a metallic basis.

ASTHMA. ASTHMA.

GRIMAULT AND CO.'S

INDIAN CIGARETTES OF CANNABIS INDICA.

All the means hitherto employed to relieve Asthma have been only palliatives in varied forms, based on belladonna, stramonium, nicotiana, or opium. Recent experiments made in the Paris Hospitals have proved that our Cigarettes made of the extract of Indian Hemp possess remarkable virtues against this complaint, as well as against nervous coughs, chronic laryngitis, hoarseness, loss of voice, facial neuralgia, and insomnia.

GRIMAULT AND CO.'S

GUARANA.

A single powder of this vegetable production is sufficient to cure instantly the most violent sick headache. It is the most valuable remedy against diarrhœa, dysentery, and all disorders proceeding from derangement of the stomach or bowels. This powder is indispensable for all families, and far more efficacious than opium or sub-nitrate of bismuth.

This powder has been most favourably noticed by Samuel Wilks, M.D., F.R.C.P., Physician to Guy's Hospital, in a recent article in the British Medical Journal.

AGENTS:

BATHGATE & Co	Calcutta.
BARRIE & Co	Madras.
TREACHER & Co	Bombay.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE

COMMERCIAL INTELLIGENCE.

FRIDAY, 2ND MAY 1873.

IN Sterling Exchange during to-day lower rates ruled for some time, but at the close the tendency was against sellers, the Banks holding for higher rates, unless for first-class Bank Credit.

Government Securities are still firmly held at our prices.

Bank Bills, 6 months' sight ....1s. 11½d. to 5/16d.
Credit Bills, do. ....1s. 11 7/16d.
Documents, do. ....1s. 11½d. to 1s. 11 9/16d.
Bank Bills, 3 months' sight ....1s. 11 1/16d.
Credit, do. ....1s. 11 5/16d. to 1s. 11 7/32d.
Documents, do. ....1s. 11 9/32d. to 1s. 11 5/16d.
Bank Bills, demand ....1s. 10¾d. to 13/16d.

On Calcutta Bank Bills, 60 days' sight. 99½
Do. demand......... par. to 100 1/16

On Madras, 30 days' sight .... 99½ nominal.
Do. demand......... 100

On China House Bills, 60 days' sight. 226

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 110¾
Four & half per cent. 104½
Four per cent. ... ...102¾ to 103
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ...103¼
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate ...112
New French Loan 5 per cent. fully paid up of 1871 and 1872 ...92 nominal.
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond ...115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand .... 4½ per cent.
Fixed Loans on do. to 3 months' ...... 5½ "
Do. do. over 3 do. ...... 6½ "
Do. on Merchandise ...... 7½ "
Cash Credit do. to 3 months' ...... 6½ "
Do. do. over 3 do. ...... 6½ "
Do. do. ...... 7½ "
Bank Bills ...... 6½ "
Mercantile Paper ...... 8½ "

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-8-6
Carolus 290
Mexican Dollars 222
Five-Francs Pieces 221½
Bar Silver... ... ... 107¾ to 107¼
Gold Leaf 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

FRIDAY EVENING.

NATIVE speculators appear to be under the impression that sailing vessels not being procurable shippers must send by steamers—at least one would think so—as in spite of the gloomy position of the home cotton market they have to-day fixed the steamer Xantho with 4,000 bales and broken stowage at £1-10-0 and the Muriel (to arrive) at £3-0-0 with stowage at £1-0 0. By sail we now quote £2-18-9 to £3 0-0. The American ship Peacemaker 1,662 tons, ready to receive cargo, was fixed at £2-16-3 and £2-17-6 per ton.

London. { Cotton .... Cases .... Seeds .... } No ships.
Liverpool { Iron Ships Cotton ...... £2 17s. 6d. to £3 0s. 0d. / Wooden Ships " ...... £2 17s. 6d. / Myrabollams ...... £2 2s. 6d. / Coir bdls ...... £0 17s. 6d. / Seeds ...... £2 5s. 0d. nominal.
Havre ... { Cotton ...... Coffee ...... } £3 0s. 0d. noml.
Overland Steamers—
Venice ...... £3 5s. 0d.
Trieste ...... £3 7s. 6d.
Liverpool ...... £3 0s. 0d.
Havre ...... £3 5s. 0d.
Liverpool via Suez Canal ...... £2 18s. 9d. to £2 17s. 6d.
China ... { Steamer Cotton ...... Rs. 6 per bale. / " Opium ...... Rs. 25 to 30 per chest. / Sailing Ships ...... Rs. 6 per bale nominal.
Calcutta ...Salt ...... Rs. 5 per ton.
Calcutta to Bombay ...... { s.s. Rs. 15 p. ton.; ship Rs. 14½ p. ton and Calcutta Port charges.
Mauritius ...... Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

THERE is hardly any change to report on the state of the market, and prices remain quite unchanged. First holders, though somewhat discouraged by the continued dullness of the Liverpool market, show no sign of weakness, and are steadily refusing all offers below current rates. The following sales are reported to have been made by European firms yesterday:—

1,000 pieces Grey Shirtings 40 in. 39 yds. 7 lbs. at Rs. 4 13 0
500 " " " 40 " 39 " 6 " at " 4 3 6
500 " " " 40 " 39 " 6 " at " 4 4 0
750 " " " 45 " 39 " 9 " at " 6 6 0
10,000 " "Madapollams 32 " 24 " 3 " at " 2 3 3
,000 " " " 32 " 24 " 3 " at " 2 2 6
2,000 " " " 32 " 24 " 3 " at " 2 3 0
250 " "Shirtings com. 50 " 39 " 10 " at " 7 1 0
1,800 Pairs " Dhotees 40 " 8 at " 1 6 6
1,200 " " " 40 " 9 at " 6 6 6
300 Pieces White Shirtings 36 " 40 at Rs. 8 0 to 10 0

COTTON.

The Market closed dull with prices ruling in favour of buyers. The following are our closing quotations:—

New Oomrawuttee (Ready)......at Rs. 189 to Rs. 192
" Akote "......at " 195 to " 200
" Broach M.G. "......at " 220 to " 235
" Hingunghaut "......at " 222 to " 228
" Compta "......at " 173 to " 175
" Sowginned "......at " 208 to " 209
" Dhollera "......at " 194 to " 195

The following purchases have taken place yesterday:—

50 candies New Mowa Ready ......at Rs. 198
50 " " " " ......at " 198
100 " " " ,W.S......at " 196
100 " " " " ......at " 198
50 " " " " ......at " 197
25 " " " " ......at " 198
350 " " Dhollera (20days) ......at " 190-92
75 " " " " ......at " 191
150 " " " Ready ......at " 191-192
50 " " " " ......at " 190
250 " " Bhownuggur (15days) ......at " 193
330 " " " (28 ") ......at " 194
50 " " " Ready ......at " 196½
150 " " Veerumgaum ......at " 185
25 " " Broach ......at " 231-32½
500 " " Vulwun ......at " 187-88½

MITALS.

500 cwts copper Braziers......................at 51/8 per cwts.

BOMBAY BILL AND STOCK LIST.

FRIDAY AFTERNOON.

ACTIVE inquiries for Coorla, Manockjee Petit, and other Spinning shares. G. I. P. Railway and Colaba closed active at quoted rates.

BANKS.

No. of Shares	Noml. value ꝑ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. s.		
100,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	750
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	232½
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	250
40,000	281½	all	12 p.ct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,000	250	125	4 p.ct.	National Bank of India	109
10,000	250	all	12 do.	Oriental Bank	450

RAILWAY COMPANIES

......	£20	218-3-0	p.c.	G. I. P. Railway Consolidated Stock	235
......	£20	109-1-8	do.	Do. New £20 Shares	126
......	£20	13-10-2	do.	Ditto	
......	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
......	£18	196-5-1	do.	Do. New Shares	215

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.	1,460
5,000	150	all	Nil.	Frere Land & Pier Co. Ld.	110
750	2,000	2,000	31p.s.	Mazagon Land	860
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	415

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co.	1,750
800	1,250	all	50p.s	Alexandra Spinning	1,310
500	2,500	all	100*	Alliance Spinning	2,600
300	2,000	500		Bhownuggur M. & P. Co.	825
700	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,055
600	150	150	25*	Broach Mills	230
2,500	2,000	all	...	Dhurumsey Spinning	1,420
750	2,000	all	200p.s.	Great Eastern	2,050
750	1,000	all	...	Jewraj Ballo Mills	995
2,500	1,000	all	140p.s.	Manockji Petit's	1,115
800	1,000	all	40 p.s.	Morarjee Spinning	1,055
800	2,500	all	150p.s.	Oriental	3,103
400	2,500	2,400	216p.s.	Royal	2,050
500	1,000	all	...	Soonderdas Spinning	1,180

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.s.	Akbar Cotton Press Co.	1,750 x.d.
100	2,000	1,100	150do.	Albert Co. Kurrachee	800
100	500	all	10p.ct.	Albert king Co.	550
250	3,000	850	Nil.	Alexandra Press Co.	280
150	12,000	11,000	100p.s.	Apollo Press Co.	6,700
200	2,000	all	200p.s.	Bombay Press Co.	1,450
200	500	all	50p.s.	Do New	385
350	1,000	1,000	100 p.s.	Broach Cotton Co	800
100	1,500	...	...	Carwar Company	1,100
500	1,880	all	40	Colaba Press Co.	5,600
350	9,000	all	250p.s.	East India Press Co.	2,800 nl.
150	8,500	all	500	Fort Press Co.	6,000
300	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	625
300	1,000	all		Frenel Press Co	725
200	5,000	5,000	228 p.s.	Hydraulic Press Co	2,150
250	5,000	1,467	75 p.s.	Imperial Press Co	825
200	400	350	42½ p.s.	Mofussil Press & G. Co.	635
120	2,500	all	250 p.s.	Prince of Wales Press	2,150
200	1,000	250	...	Sassoon's Press Co.	400
400	850	750	135 p.s.	Scinde Press Co.	450
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,140
225	2,000	1,000	250	Victoria Press, Madras	1,150
150	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 26th April 1873.

Open 1,266¾ Miles.	Rs. a. p.
Coaching	1,02,663 6 9
Merchandise	3,66,726 11 6
Electric Telegraph	789 0 0
Municipal Trains, &c.	612 8 0
Total Rs.	4,70,791 10 3
Corresponding week last year, open 1,266¾ miles......Total Rs	4,35,002 11 3
Increase Rs.	35,788 15 0

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 29th March.

	RECEIPTS. Rs. a. p.	TRAIN MILEAGE.
Passengers	233 2 0	119
Goods	1,573 11 6	205
Electric Telegraph	3 2 0	0
Total	1,709 15 6	Total...... 324

SHIPPING.

ARRIVAL.

May	Vessel.	Commander.	From.
2	New Era	Babson	Calcutta, March 19.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
2	Ambrose	Tickle	Liverpool.
	Kirkwood	Sinnott	Liverpool.
	Undaunted	Young	Falmouth.
	Kurrachee (s)	Henderson	Kurrachee.
	M. S. Elphinstone (s)	McNeill	Coast and Carwar

The steamer Bangalore, Burn, to Australia, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday:—
Steamer Punjaub, to Persian Gulf via Kurrachee.
Steamer Bellona, to Liverpool.
Steamer Calypso, to Trieste, &c.
Steamer Xantho, to Liverpool.
Ship Macedon, to Liverpool.
Ship Peacemaker, to Liverpool.

DAILY IMPORTS.—2ND MAY.

FROM LIVERPOOL.

Potomac, s, 90 barrels coal pitch and 50 barrels tar, S S Narrelwala.

Bewick, s, 34 barrels alum and 30 barrels green copperas, B Allibhoy.

Chancellor, s, 2 bales wall papers, J Heptoola; 75 iron plate and 21 bundles iron bars, H Alibhoy and Co.

FROM LONDON.

Xantho, s, 11 cases oilmanstores, L Narrayen and Co; 4 cases glassware, S Veera; 243 cases geneva, H Pestonjee and Sons; 75 cases claret and 154 cases sherry, C Palmer and Co.

FROM BORDEAUX.

Bordigalla, 2 hogsheads brandy, E M Settna.

DAILY EXPORTS.—2ND MAY.

FOR LIVERPOOL.

Tythonus, 500 bales cotton, P Cassels and Co; 50 bales cotton, K Nixon and Co; 200 bales cotton, G Tippet and Co.

Robert Kerr, 48 bales cotton, R Martin and Co; 61 bales cotton, Young and Co; 50 bales cotton, J Sewjee: 96 bales cotton, V Tokersee; 86 bales cotton, G Javaremull.

Walls Castle, 76 bales cotton, G Futtaychund; 51 bales cotton, C Laljee and Co: 41 bales cotton, M Chimondass; 33 bales cotton, M Mayaram.

Granite City, 490 bales cotton, Gaddum and Co.

Mabel, 250 bales cotton, W Nicol and Co; 1,000 bales cotton, R Steuart and Co.

Tiber, s, 125 bundles nux vomica, R Mooljee; 46 bales cotton, R Bhoja; 23 bales cotton, D Jadowjee; 500 packages nux vomica, P Nuthoo; 2 bales cotton, W Bogle and Co; 25 cases cotton, J B Bushby and Co; 80 bales cotton, Lyon Co; 53 bales cotton, T Namidass; 600 bales cotton, Wallace and Co; 50 bales wool, S Mooljee.

Bellana, s, 1,000 bales cotton, R Steuart and Co.

Killarney, s, 105 bales cotton, V Purshotum; 36 bales cotton, V Poonsee; 53 bales cotton H A H Essa; 100 bales cotton, S L Macaughton; 50 bales cotton, P Bazonjee; 165 bales cotton, W Nicol and Co; 25 bales wool, M Hurry; 100 bales cotton, G Pursotumdass; 100 bales cotton, J Peerbhoy; 200 bales hemp, S Mooljee; 200 bales cotton N Luckmidass.

Indus, s, 300 bales cotton, K Nixon and Co; 144 bags wheat and 71 bags linseed, F Scott and Co.

Orchis, s, 3,750 bundles coir yarn, M Chuttoo; 500 bales cotton, Knoop and Co; 3 bales cotton, F Sands and Co; 298 bales cotton, R Steuart and Co.

Helen Scott, 400 bales cotton, R Steuart and Co.

Chancellor, s, 100 bales cotton, Gaddum and Co; 250 bales cotton, Knoop and Co; 20 tons old iron, G Khanbhoy; 360 bales cotton, Wallace and Co.

William Corry, s, 50 bales cotton, H Nagsee and Co; 36 bales cotton, N Manuckjee and Co.

FOR LONDON.

Maud, s, 11 bales hides, K Ramjee; 13¼ cwts horns, P Damjee; 26 bales skins, D Heerjee; 3 cases M of P shells, P M Wadia and Co; 10 bales hides, H Oosman and Co; 26 cases dry ginger; 107 pieces E teeth, C Alloobhoy; 7 bundles E teeth, C Alloobhoy; 10 bales hides, W Nicol and Co; 60 kegs aloes socotra and 100 cases olibanum, M. Jewraz.

Ceylon, s, 8 boxes silver bar, The H and S Cank.

Indus, s, 34 packages aloes socotra, F Khakey.

FOR PORTSAID.

Sea Gull, s, 600 bales cotton, Knoop and Co.

FOR HAVRE.

Indus, s, 44 bales cotton, M A Cuzrany.

FOR TRIESTE.

Gladys, s, 50 bales cotton, P Cassels and Co; 300 bales cotton, W Nicol and Co; 25 bales hides, R Brothers; 500 bales cotton, D Sasson and Co; 500 bales cotton, R Steuart and Co.

Calypso, s, 250 bales cotton, K Preiswerck and Co; 300 bales cotton, J Siegfried; 630 bales cotton, Young and Co.; 900 bales cotton, Austrian Trading Co; 450 bales cotton, V Brothers; 1,050 bales cotton, Knoop and Co; 50 casks coffee, A C Gumpert; 8 bales hides, A Riebe and Co; 500 bales cotton, H Closon and Co; 9 bales hides, R Brothers; 300 bales cotton, E Spinner, and Co; 250 bales cotton, G Sigg and Co; 100 bales cotton, R Steuart and Co; 1,000 bales cotton, D Sassoon and Co.

FOR VENICE.

Calypso, s, 200 bales cotton and 29 bales hides, A Riebe and Co; 100 bales cotton, Austrian Trading Co; 200 bales cotton, W Nicol and Co.

FOR HONGKONG.

Masilia, s, 1 box Cambay stones, G Moolchund; 50 bales twist, R Alladinbhoy; 75 chests opium, E D Sassoon; 1 bundle E teeth, E Noordin and Co; 62 bales twist, T Vurjdass; 13 chests opium, H E H Habib; 12 chests opium, H E Ellias, 71½ chests opium, D Sassoon and Co; 12 chests opium, D G Hoosan and Co; 290 pieces E teeth, E Noordin and Co; 1 chest opium, R Jaychund; 23 chests opium and 214 pieces E teeth, N Kessowjee and Co; 4 chests opium, G Goolabroy.

Assyria, s, 57 packages aloes, E F Mahomed.

FOR SHANGHAI.

Massilia, s, 19½ chests opium, N Joorawarmell; 73 chests opium, B and A Hormusjee; 25 chests opium, D D Ghandy; 1½ chest opium, G Shobagmull.

MILITARY.

ARRIVALS.—MAY 1.

Grant, Lieutenant, 1st Belooch Regiment, on leave, from Poona.

Currie, Lieutenant-Colonel, 15th Regiment N. I., on leave, from Malligaum.

Miller, Captain, 1st Bengal Regiment, on leave, from Augur.

Caldecott, Assistant Surgeon, 25th Regiment N. L. I., on leave, from Augur.

MAY 2.

Graham, Quarter-Master, Royal Artillery, on leave, from Matheran.

DEPARTURES.—MAY 1.

Thacker, Colonel, 21st Regiment N. I., on leave, to Khandalla.

Leacock, Captain and Adjutant, 21st Regiment N. I., on leave, to Matheran.

Couchman, Colonel, Madras Royal Artillery, on duty, to Madras.

Tretrail, Surgeon Major, 19th Regiment N. I., on leave, to Khandalla.

MAY 2.

Mander, Major, Royal Engineers, to join, to Malligaum.

Grant, Lieutenant, 1st Belooch Regiment, to join, to Kurrachee.

Guyon, Lieutenant, Bengal 1st Battalion, 11th Regiment, to join, to Sattara.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 30th April 1873.

The undermentioned officers have leave of absence:—

Staff Corps.—Lieut Col E Waddington, 2nd in command 23rd N L I, for 30 days from date of departure, preparatory to proceeding on furlough.

Major F C Davidson (Wing Officer, 19th Regiment N I) from 15th June 1873 or date of departure, for six months, on private affairs in India, under Rule XXV of the Furlough Regulations of 1868.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette, April 29.)

MILITARY DEPARTMENT.

The services of Asst Surg H D Cooke, M B are replaced at the disposal of H E the C-in-C.

The services of Asst Surg F M Richard are placed at the disposal of the Public Department.

Surg J M Miller M D Indian Medl Dept is permitted to proceed to sea and Australia on medical certificate for twenty months.

The undermentioned officer is permitted to proceed to Europe:—

Asst Surg W Hanks in medl charge 1st Regt N I on furlough on medl certificate for one year.

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Head Quarters, Madras, 18th April 1873.

The undermentioned officers who attended the School Army Signalling at Bangalore are reported qualified to have charge of an Army Signal Station by day:—

Capt R Whigham, 16th Lancers.
Capt A R Kenny, Cavy Genl List.
Lieut C A Barker, 29th Regt.
Lieut A Howlett, Staff Corps.

Capt E G V Holloway Staff Corps, Acting 2nd Wing Sub 35th N I, has obtained from the School of Mily Engring, Chatham a certificate that he is qualified to act as Instructor in Army Signalling.

Capt E G V Holloway has also obtained from the School of Musketry at Hythe a second-class certificate in Musketry.

The following removal is ordered:—

Surg Maj J A Cox, M D, from attached 38th N I to Acting Gar Surg, Trichinopoly, vice Surg-Maj Cooke.

The undermentioned officer has passed the lower standard examination in the Hindustani Language:—

Asst Surg C M McNally, Medl Dept.

The undermentioned officers have leave of absence:—

Lieut F C Drummond, to England, per troop-ship, from date of embarkation, to appear before a medical board.

Surg C A Innes, M D, to England, per troop-ship, from date of embarkation, to appear before a medical board.

Surg-Maj J A Cox M D, from attached 38th N I to 25th N I, but to continue to officiate as Gar Surg, Trichinopoly, till further orders.

Asst-Surg A L Hackett from Right Wing 31st L I to 31st Regt L I.

Asst-Surg E Fawcett Attached 6th N I—to join forthwith.

The following orders are confirmed:—

17th March 1873.—By the Officer Commanding 3rd L C appointing Lt-Col G B Roberts to officiate as 2nd in Command and Squad Officer, and Capt T Chalon to officiate as 2nd Squad Officer without prejudice to his duties as 1st Squad Sub, vice Lt-Col Aynsley on sick certificate.

25th March 1873—By the Officer Comg 3rd L I, appointing Capt E A Wood to officiate as Qr Mr without prejudice to his duties as 1st Wing Sub, vice Capt F H Tyrrell on other duty.

28th March 1873—By the Officer Comg 48th Foot, appointing Lt Dodd to act as Interpreter to the Regt from the 17th March 1873, inclusive, vice Lt Hood on sick certificate.

Leave of absence:—

Inf—Col C O Lukin, from 28th Feby 1873, Madras, sick certificate, to appear before a Medl Board.

16th Lancers—Asst Surg P F Fraser, in extension to the 6th June 1873, Neilgherries, sick certificate.

Medl Depart—Surg Major A C Macleod, MD, from 23rd March 1873, or date of departure, Bom certificate, to appear before a Medl Board.

Lt Col E W Dance, 20th Brig R A is granted one month's general leave in extension of privilege leave.

The following removal is ordered:—

Asst Surg S L Dobie from doing duty 43rd Foot, Cannanore, to under the orders of Inspr Genl Indian Medl Depart.

The undermentioned officer has leave of absence:—

Madras Staff Corps—Lt C G H M Aynsley (Offg 2nd in Comd and Squad Officer 3rd Madras L C) to Bombay for one month from date of quitting regiment.

H R H the Field Marshal C-in-C has approved of Lieut R C Temple 21st Foot, being posted to the 1st Bat of his Regt.

The undermentioned officers have passed the lower standard examination in the Hindustani language:—

Lt R F Willoughby, 1st Bat 21st Foot.
Lt F O B Foot, R A.

So much of G O C C dated 18th Jan 1873. as affects Col S Mainwaring, S C, Col W R Broome is to be considered cancelled and the following substituted.

Col S Mainwaring (Europe) from 2nd in Command 10th N I to Comdt 29th N I with effect from the 18th Feb, vice Gore who vacates.

Col W R Broome from 2nd in Comd 20th N I Offg Comdt 22nd N I—Comdt 22nd N I with effect from 18th Feb vice Cooke who vacates.

Col A W Drayner, Genl duty Bangalore to Offg Comdt 14th N I.

Col W S Davis S C, to gen duty, Kamptee.

Maj G W Cox Inf recent promotion, to gen duty, Kamptee.

The undermentioned officers are re-posted to their respective appointments with effect from date of promotion to Capts:—

Lt Bt Capt E Moore Adjt 13th N I.
Lt Bt Capt A Anderson Adjt 8th N I.
Lt Bt Capt T E Thorpe 1st Wing Subn 27th N I.
Lt Bt Capt A W L Anderson Adj 3rd Light Inf.
Lt Bt Capt H H G Hands, Qr Mr 5th N I.

Capt C M Bradshaw S C, to be Qr Mr 20th N I from the 13th April, vice Wilson who vacates.

The following orders are confirmed:—

29th March 1873.—By the Officer Commanding Nagpore Force directing Surg W Arnold Smith, M D, 2nd L C, to assume medical charge of the Right Wing, 22nd N I.

28th January 1873.—By the Officer Comg Nagpore Force, directing Col R A Doria 35th N I to assume command of the station during the absence of Brig Genl Best on tour of Inspection.

10th April 1873—By the Officer Comg 28th N I appointing Capt T R Tabuteau to officiate as Wing Officer, and Capt E M Stevenson to officiate as 1st Wing Subn from the 11th April 1873, vice Lt Col R G Lewis on leave.

3rd April 1873—By the Officer Comg 15th N I appointing Capt and Qr Mr, C R Bradstreet to officiate as Wing Officer without prejudice to his other duties, vice Col Hearn on sick leave.

5th April 1873—By the Officer Comg 19th N I appointing Capt J C M Bussell to officiate as Qr-Mr without prejudice to his duty as a Offg 1st Wing Subaltern, vice Capt Whitlock relieved.

28th March 1873—By the Officer Comg 7th N I, appointing C Mackenzie to officiate as Wing Officer without prejudice to his duties as Adjutant.

Leave of absence:—

Infy—Col G S Dobbie Comdt 14th N I from 18th April 1873, or date of departure, Madras S C., to appear before a Medl Board.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	May 5	5-30 P.M.	6-30 P.M.
Kurrachee	" 16	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	" 9	11 A.M.	12 A.M.
China	" 5	4-30 P.M.	No after packet.
Australia	" 3	4-30 P.M.	
Mauritius, Reunion, &c	" 12	5-30 P.M.	6-30 P.M.
Zanzibar, &c	" 12	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season. and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873:—

	Present Rates per ½ oz. Annas Pies.		Revised Rates per ½ oz. Annas Pies.	
Austria, Luxemburg, German States, Austrian Post Offices in Turkey	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4	9	0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873:—

Monday At P.M. .... Monday .... At 7 P.M. May 26
" .... May 5 Friday .... At 5½ P.M. May 30
" .... " 12 " .... June 6
" .... " 19 " .... " 13

MAILS TO MAURITIUS.

The subjoined time table, shows the dates of departure of mails or Mauritius and Reunion for the first half of 1873:—

REGULAR MAILS. SUPPLEMENTARY MAILS.
Monday..................May. 12 Monday ....May 19
" ....June 6 " ....June 13

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873:—

CHINA MAILS LEAVE BOMBAY ON
At 4-30 P.M. At 4-30 P.M.
Tuesday .... May 5 Monday .... June 2
" .... " 19 " .... " 16
" .... " 30

AUSTRALIAN MAILS LEAVE BOMBAY ON
At 4-30 P.M. At 4-30 P.M.
Saturday .... May 3 Saturday .... June 23
" .... " 18

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)......Rs. 42 0 0
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Three Months .... ditto ...... " 14 0 0
One Month .... ditto ...... " 5 0 0
One Week .... ditto ...... " 1 8 0

The above rates are for subscriptions paid *in advance.*

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget.* Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette.*

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India,* Rs. 12. Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

Per Annum .... Rs 10 0 0
Per Copy .... " 0 4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary,* containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette.*

MR. A. MENIST,

OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
LONDON,

RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of their sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discoveries of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and cause a displacement of the pebbles, which entirely alters their focal power. Mr. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles; and his object is to secure, as nearly as possible, perfection, and not cheapness.

For the guidance of those who are using pebbles, Mr. Menist begs to state that when the pebbles are cut against the grain they injure the eye; and that such a defect can be discovered only by practical opticians. Also, if not polished on a scientific principle they are equally injurious; accordingly, as Mr. Menist's lenses have been manufactured on a principle peculiarly his own, he is prepared to warrant their efficacy.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BRAINE—April 30th, at Nynee Tal, the wife of Captain Ollyett Woodhouse Braine, 56th Regiment, Pompadours, of a son.

STEWART—April 28th, at Calcutta, the wife of Thos. Stewart, Esq., of a son.

ST. ROMAINE—April 29th, at Calcutta, the wife of Mr. Louis St. Romaine, Jr., of a daughter.

DEATH.

PARSONS—April 20th, at Nynee Tal, Ernest Francis, only son of Surgeon F. Parsons, 2nd Cavalry.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette.*"

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

SATURDAY, MAY 3, 1873.

THE last mail brings us the whole of Mr. Maclean's evidence given before the Select Committee of the House of Commons. It would not have been necessary to publish this fuller account of Mr. Maclean's evidence in our columns but for the advantage that was taken of throwing doubts upon the correctness of the evidence that he gave to the committee. As we have said in a previous article he was condemned before he was heard. The admirers of the Carwar Railway project look upon Mr. Maclean as the great lion in their path, and if he can only be silenced they will probably regard the victory as complete. Every scrap and atom of fact and fiction that can be collected or manufactured is willingly availed of to throw discredit on the evidence of Mr. Maclean. On Thursday last the *Times of India* was reinforced by its London correspondent (quite unexpectedly no doubt), and the discrediting tactics were resumed after the usual fashion. The London correspondent of the *Times of India* was pitted against Mr. Maclean. The latter had stated in his political letter to us that Mr. Grant Duff remarked, at the close of the examination on the Carwar Railway, "Yes; but you have no reason "for supposing that the Secretary of State is "likely to change his opinion on the subject," and added—"Of course I replied no, certainly "not, and I dare say your readers will agree with "me that the fate of the Carwar Railway project "is practically decided." Somebody about the same time telegraphed to the *Manchester Guardian* "that the Carwar scheme was done for." Having shown the similarity of those two statements the correspondent of the *Times of India* is permitted to have his say about the Carwar Railway examination, and he is reported to have written—"Certainly Mr. Grant Duff did not "say so; (that the Carwar scheme was done for); "he simply asked three or four questions from the "gentleman under examination (Mr. Maclean) "the object, apparently, of which was to satisfy "the committee that he (the witness) knew very "little about it." The report of Mr. Maclean's evidence does not enable us to prove what Mr. Grant Duff said about the fate of the Carwar Railway, and we may leave Mr. Maclean to defend himself about that. But in the matter of the "three or four questions" that were asked, "the "object, apparently of which was to satisfy the "Committee that he (the witness) knew very little "about it," we have the minutes of evidence before us, and the following which appear to be about the most bantering questions that were put were from the Chairman:—

"2524. Chairman: And all these various "forces, in opposite directions, have brought "things to a state of rest now?—The Govern-"ment of Bombay has now passed an extra-"ordinary resolution that the vehement asser-"tions of the Press and the Chamber of "Commerce to prejudice the railway have been "completely disproved by this report, and they "recommend the Government to go on making "the railway from Carwar to Bellary, right "through."

"2525. Would it involve a complete con-"struction of everything to create a port of "commerce at Carwar in opposition to Bombay? "—You would have to create the port, and trade, "and everything."

"2526. And to find European inhabitants "and everything else to carry on the business "which is now carried on at Bombay?—Yes."

"2527. It would seem to be very much like "the Port Canning affair over again?—"Yes, or Kurrachee. Kurrachee, of course, is "different, because there is a dangerous frontier "there, and there is all the Indus valley behind "it."

"2528. Does Kurrachee get on very fast?"—"No, I do not think it is likely ever to super-"sede Bombay."

We fail to see in what way the replies to these questions if these are the questions alluded to can satisfy anybody that the witness "knew very little" about the Carwar Railway project. Nor does our contemporary himself believe that Mr. Maclean was ignorant of the subject upon which he was examined, although he says—"Whilst we should not have been so "uncivil as to make this last observation, it may "not be far from the mark when we consider the "bantering disposition of the member for Elgin." Does the *Times of India* mean that the bantering disposition of the member for Elgin provoked a display of the ignorance of the witness, and that he was selected for examination by the committee because he was likely to "know little "about" the Carwar Railway? Surely our contemporary and his bantering correspondent are endeavouring to prove too much. After the very determined, and, as it appears to us, able manner in which Mr. Maclean led on and sustained the conflict against the pet Carwar Railway scheme, it is not a little amusing to find the opposition party flying their kite on the assumption that Mr. Maclean did not know what they were about and could not see the length of their line. Is this an example of the strength of the position of the Carwarees?

The *Times of India* says that "the position "of the (Carwar Railway) project is better under-"stood at this juncture here than at home." Which "position" is meant? This wonderful railway has occupied so many fanciful positions since speculation collapsed in Bombay, that we are exceedingly anxious to know which is to be its final position. All that we do know about it in Bombay is that it is to be a politico-military line such as nobody ever asked for and the State will never require. At one time it is to be a commercial line, and Government will not entertain the project for its construction unless it can be proved to be capable of paying its expenses. No sooner is this decision known than the proof that it will be able to pay its way is at once forthcoming. When the fact dawns tardily upon the committee appointed to investigate the project that a branch line from Decksal to Hooblee "is the one which, as a commercial en-"terprize, would best answer for Government to "undertake," then it becomes necessary to change the position from commercial to political. If this Carwar project could have stood upon its own merits all these changes of "position" would have been unnecessary, and public confidence in the project would have been secured, and could not have been shaken.

The Investigation Committee have said in their report that "the chief reason against the "Deccan line is that adduced by Colonel Trevor "in the latter portion of his report of 29th "September 1869 'That it would not be as bene-"'ficial to the cotton interest as a railway from "'the cotton districts to Carwar.' But on con-"sideration of the two schemes, and after the "full expression of mercantile opinion thereon, "which has lately been given by the Chamber "of Commerce in Bombay, it appears to us "doubtful whether the Deccan line, on account "of its great certainty as a means of transport "for cotton to market, would not really serve "the cotton trade as well as the isolated Carwar "line, while in most other respects, so far as we "can judge, the Deccan line seems preferable to "the isolated Carwar line." It is more and more apparent every day that an undue prominence has been given to cotton rather than to the general agricultural capacities of the districts through which the railway is intended to pass. Suppose the cotton trade of Western India should by any chance be brought to the position it occupied before the American war, can it be for a moment contended that by constructing the Carwar line and excluding from all participation in the export trade of the country larger, more populous, and better agricultural districts than any that are to be found between the sea at Carwar and the town of Hooblee, a very gross injustice will have been perpetrated, not towards the Bombay merchants, but towards the unknown and apparently despised people of the Deccan? But this, according to the shifting position of the Carwar Railway, is nothing, for in that case can it not be demonstrated that the line from Carwar is a politico-military line?

In sad truth the Carwar Railway possesses a host of powerful friends: this fact alone makes delay in its final sanction imperatively necessary, and it is one that should induce Government to be wary against the voice of importunity. If it really has the merits which are claimed for it all men can surely discern them, and it is quite unnecessary for the supporters of that railway to endeavour to stifle the public voice by dint of sheer persistency and much talk, least of all is it necessary to go the length of denouncing men like Mr. Maclean as ignorant of the subject about which they write and speak, and ignorant of the utterly selfish game that is being played. We will venture to predict this of the Carwar Railway, if it ever is constructed, that before it is fairly working the commerce of Western India will be so changed, and the howls of the shut up districts will be so great, that the very supporters of the pet project will be thoroughly ashamed of the severe injury which they helped to inflict upon the best provinces in this presidency.

One question in connection with this Carwar Railway project remains to be cleared up, and it is this:—to ascertain the amount of the land assessment in the excluded and the favoured districts, according to the quantity and quality of the land in each; this will give some idea of the losses which are sustained by the cultivators in districts which are denied the advantages of an export trade by sea. The information will be specially valuable to the Carwarees no doubt; but it will have other uses also. In time even this information will be available.

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

PARLIAMENTARY.

STATE OF AFFAIRS IN FRANCE.

OPENING OF THE VIENNA EXHIBITION.

THE ACHEEN EXPEDITION.

LONDON, 1ST MAY.

There are apprehensions of a general Indian war unless the Modocs are soon routed.

LONDON, 2ND MAY.

In the House of Commons last night Lord Enfield, replying to Mr. Eastwick, said that he intends to present the papers on the subject of Sir Bartle Frere's mission only when complete.

After two days acrimonious debate the Commons have negatived without a division Mr. Smith's motion demanding the views of Government respecting the adjustment of imperial, local, and direct taxation before any further reduction of indirect taxation.

The Supreme Court of Judicature Bill has passed Committee in the House of Lords.

PARIS, 1ST MAY.

M. Thiers, in receiving one of the Deputies, stated that his situation was difficult, but he hoped to overcome it. He asked for the confidence of the Republicans.

La République Française, M. Gambetta's organ, says that democracy masters all the elections in France.

PARIS, 1ST MAY.

The election of M. Barodet continues to disquiet France, and it is feared that a serious conflict between the Radicals and Monarchists is brewing.

VIENNA, 2ND MAY.

The Exhibition was opened yesterday; there were present the Prince of Wales with Prince Arthur, the German Princes, the Archdukes of Austria and other State dignitaries. Immense crowds witnessed the ceremony. The Emperor in his speech alluded to the importance of the undertaking, which he said relied upon the patriotism of the people and the support of friendly nations.

FLORENCE, 1ST MAY.

The Italian Ministry have resigned.

HAGUE, 1ST MAY.

A telegram has been received here stating that the Acheenese have not molested the troops while embarking.

LONDON, 1ST MAY, AFT.

The Liverpool Cotton Market to-day closed heavy, unchanged; and the London Cotton Market flat.

Fair Dhollera, 6⅝d.
The Manchester Market has been quiet but steady.
Exchange on India .... 1s. 10⅝d.
4 per cent. Rupee Paper .... 97¾.
4½ do. do. .... 99¾.
5½ do. do. .... 105¾.

The Bank of England's Returns for the week ending yesterday show the following results:—

Reserve of Notes ..£10,062,500, Dec. £ 187,500.
Bills discounted ....£25,812,500, Dec. £ 937,500.
Bullion ....£22,187,500, Inc. £ 62,500.

ALEXANDRIA, 1ST MAY.

The following vessels have passed through the Suez Canal:—

Homeward bound—Atholl, Memfi, John Nixon, Parsee, and Viceroy.

A FUNERAL service has been held in St. John's Lodge, Secunderabad, for the memory of Captain Agnew.

THE editoral compliments paid by the Madras newspapers to each other are decidedly of a bludgeon character. The *Madras Athenæum,* we notice, compares itself to "an army," and its contemporary, the *Madras Times,* to "a vulture."

THE *Samsher Bahadhur* laments the ignorance of the Native Rajas and Chiefs and their helpless dependence on Karbharees, who, usurping all substantial power in the States, use it to their own ends, and tyrannize both over the Chiefs and the ryots.

METAPHOR is not the *forte* of the Bombay correspondent of the *Delhi Gazette,* who says in his last letter to that paper that it was natural for Sir Bartle Frere to come to Bombay "and see with his own eyes how the mustard seed which he had planted had spread into magnificent edifices."

A CONTEMPORARY announces that Messrs. Glover and Company, contractors for the Rajpootana State Railway from Agra to Ajmere, have been appointed by the Maharajah of Jeypore to carry out the large works connected with his extensive irrigation project at Ramghur.

A LUCKNOW gentleman informs us that Sir Geo. Couper, the Chief Commissioner of Oudh, was presented with a congratulatory address, on the night of the 28th ultimo, on the decision not to annex Oudh to the N. W. Provinces. A great many civilians and Oudh talukdars were present.

Indian Public Opinion:—We understand that the Commissary General has arranged with the Murree Brewery, Limited, for the supply to the troops of a large quantity of their excellent beer, some 3,500 hogsheads being ordered. This should inspire the confidence of lovers of malt liquor brewed by this establishment, in addition to the fact that this beer was generally appreciated during the late Camp of Exercise by the British regiments there, who are by no means incompetent judges of the comparative merits of ale. We hope before long, therefore, to see this valuable beverage more generally available in the local market.

THE *Pioneer*:—His Highness the Maharajah Holkar has taken the initiative in an effort to establish a permanent head-quarters in London for the convenience of Indians proceeding to England for the purposes either of pleasure, business, or travel. Its total cost is estimated by the Maharajah at six lakhs, towards which he is willing to contribute Rs. 50,000. The notion is bold and interesting. A building worthy to receive native dignitaries of high rank might save them from a good deal of discomfort and extortion at hotels, and would very likely even become a fashionable haunt of London society, to say nothing of the salvation it might afford in exceptional cases to the shivering lascars and other stranded Hindoos, who occasionally contribute their mite to the aggregate misery of the London streets. But not even for £60,000 will the Maharajah be able to build a palace!

THE following resolution has been passed by the Government of Bombay on the memorial from shareholders in land companies and others against certain clauses of the "Bombay Port Trust Act, 1873," which was forwarded to that Government with a request that it might be transmitted to His Excellency the Right Honourable Lord Northbrook as promptly as possible:—"1. The memorial should be forwarded for the immediate consideration of the Viceroy and Governor General. This Government does not admit that the memorialists are placed in a position worse than they held before the passing of the Bill. The Chamber of Commerce when consulted took no objection to the principles of the Bill, or to the appointment of a mixed body of trustees for the management of the port. 2. The Government of India has decided that the trade of the port must bear the cost, with certain exceptions, of the works already executed in it; and it will be the duty of the trustees so to regulate the business as to ensure the collection of a sufficient revenue, without undue pressure on the trade, or the violation of any private rights."

MILITARY ITEMS.

WE regret to have to announce another death from cholera, at Benares, in the person of Major Kauntze, an old and meritorious officer, who retired from the 7th Dragoon Guards a few years ago.

WE understand that the head-quarters of the 9th Brigade Artillery, which is at present stationed at Ahmedabad, is to be removed to Kirkee, and the head-quarters of the 18th Brigade Artillery, which is at present stationed at Kirkee, is to be removed to Ahmedabad. It is rumoured that the 18th Brigade Royal Artillery will embark for England in 1874, and we are at a loss to understand why the head-quarters are to be removed to Ahmedabad for such a short time. If it is to be removed merely to accommodate the 9th Brigade to a better station than Ahmedabad, which is very unhealthy for European troops during the hot season, it is then advisable that the 9th Brigade should be removed to Ahmednuggur without exchange, as on former years there were three head-quarters of Brigade there stationed. Ahmednuggur is as healthy a station as Kirkee, and at present there are not many European troops stationed there, so that the head-quarters of the 9th Brigade could be easily accommodated.—*Poona Observer.*

SASSOON'S MECHANICS' INSTITUTE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Your Monday's issue contains a report of the annual meeting of the Sassoon Mechanics' Institution, and I am sorry to find that the proposals made regarding the subscriptions were carried without apparently the least opposition. Under the new state of things the subscriptions from the members are required quarterly in advance, with certain unpleasant results to themselves in the event of failure of payment during the first month of the quarter. The reason for this innovation is, as we are told in the Directors' report, the accumulation of unpaid subscriptions during the year, under the exploded system, and the Directors are sanguine that the change which they have introduced "will mitigate to some extent the evil complained of." Now I believe that the experience of a year or two will effectually convince them that the changes they have made will *not* conduce to the results they anticipate, for if when the subscriptions were comparatively light (Rs. 2 a month in advance) a large accumulation of arrears took place, how much greater is the probability of such accumulation now that the plan of collection has been changed to Rs. 6 quarterly in advance, which I know for a fact many members will feel a real strain on their resources. But, say the advocates of the new measure, we have a remedy in Rule 27 which provides for the removal of all defaulting members. Well, let the remedy be applied, sir, and the Institute will be fortunate if, in the misdirected zeal of its Directors, it escape serious loss in the decrease of its supporters for, that arrears will accumulate more rapidly under the new system than they did under the old, few, who have had any experience as Treasurers, will be inclined to doubt. The fact is the Directors have made a mistake, and have altered a salutary rule in the belief that it was wrong in principle, while to my thinking it was only wrong in practice. If more zeal and energy had been exercised up to the present time in the collection of subscriptions, no complaint regarding arrears would have arisen, and there would therefore have been no necessity for the unfortunate innovation that has now been decided on. My own experience confirms this. For nearly three years after I became a member, the collecting peon visited me but two or three times a year, and it was only when the Treasurer or the peon discovered that I was a "good paymaster," that anything like punctuality was observed in the monthly visit, and this I know to have been the experience of a good many more. The cause of the arrears is, therefore, laxity in the collection of subscriptions, either on the part of the Treasurer or his peon, and it is a pity this was not recognised and remedied before the good old rule was condemned.

X. Y. Z.

BOMBAY.

SMALL CAUSES COURT.—From Monday till Thursday 550 new suits were filed in the Small Causes Court.

MR. GUNPUTRAM ANOOPRAM has been appointed head master of the Sir Jamsetjee Jeejeebhoy English School at Surat.

THE *Jam-i-Jamshed* hears that Mr. Hormusjee Pestonjee, barrister-at-law, intends to proceed to Kattywar to practise there.

MUNICIPAL FINES.—On Thursday the Senior Magistrate disposed of a number of municipal cases, and the fines inflicted amounted to Rs. 65.

CHIEF OF PALITANA.—A correspondent of a Guzerat paper bitterly complains of the tyranical conduct of the Chief of Palitana towards his subjects.

A CANAL IN THE PRANTEJ TALOOKA.—We notice that a canal is now being constructed to bring the water of the river Hatmati into the Prantej talooka.

THE INDIAN FINANCE COMMITTEE.—The evidence given by Sir Charles Trevelyan before the Indian Finance Committee is attracting considerable notice from the vernacular press.

THE VEHAR LAKE.—The height of water in the Vehar Lake for the week ending Saturday, 26th April, was 41 feet 7 tenths. In the corresponding week last year it was 38 feet 3 tenths.

A MUNICIPAL CASE.—The Senior Magistrate on Thursday fined one Peerajee Vittoojee fifteen rupees for using a place as a yard without a licence from the Municipal Commissioner.

INCENDIARIES AT SATTARA AND WAI.—A correspondent of a native paper states that several villages of the Sattara and Wai talookas have been suffering from the doings of incendiaries.

MR. NANA MOROJEE.—We understand that Mr. Nana Morojee, the officiating Third Magistrate of Police has been appointed Acting Deputy Collector and Magistrate of Nassick, in room of Mr. Plunkett.

CRUELTY TO ANIMALS.—Yesterday at the Fort Police Court a Mussulman back buggy driver named Essoo Dawood was fined by Mr. Nana Morojee six rupees for cruelly torturing his horse in a public place.

INQUEST.—An inquest was held on Thursday at Syed Abdool Raymon Street, on the body of Abba Sallay Mahomed. The jury found that the man's death was caused by exhaustion following an attack of dysentery.

THEFT.—At the Fort Police Court yesterday, before Mr. Nana Morojee, one Suugoor Salim was charged with stealing two pieces of cloth and nine annas in cash, the property of a man named Elahibux Sidoo. He was adjudged guilty, and sentenced to receive ten stripes.

THE POONA FORGERY CASE.—The *Dnyan Prakash* highly praises Mr. Smith who traced out the case of forged hoondees, in which Mahadew Narayen Dowray and some of his accomplices in the crime were recently convicted and sentenced to various punishments by the Poona Sessions Court.

EUROPEAN VAGRANTS.—John Stewart and Charles Patterson, Europeans, were yesterday charged at the Fort Police Court, before the Senior Magistrate, with being vagrants and wandering about without any visible means of subsistence, and were ordered to be sent to the Government work-house attached to the House of Correction.

BURGLARY.—On Thursday a Brahmin named Sunkerlall Ramlal reported to the executive police, that during his absence from his house the lock of the door was broken open, and the house entered, and a quantity of wearing apparel and cash, valued at Rs. 110, were stolen from a box. A Brahmin has been arrested by the police on suspicion.

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Band Stand this evening:—

March	Principe de Asturias	J. Gabalda.
Quadrille	Marion	Hurfurth.
Aria	Rigoletti	Verdi.
Valse	Summer Night's Dream	Strauss.
Selection	The Rose of Castile	Balfe.
Galop	Women	Parlou.

GOD SAVE THE QUEEN.

SCARCITY OF WATER AT AHMEDNUGGUR.—A correspondent states that the people of some of the talookas of Ahmednuggur suffer much from a scarcity of water throughout the year, and their misery is considerably increased in the hot season. The writer says that the extent of land under Kharen Karjune is about three *kos,* while there is only one well, which is dried up in the hot season. In Jabal Waleshwar no water can be had in the month of February.

ARBITRATION.—At the Small Causes Court yesterday, the case of Jamsetjee Hormusjee Bottlewalla v. Dhunjeebhoy Pestonjee Panday was called on before Mr O'Leary, First Judge. Mr. Ardasir B. Kapadia, barrister-at-law, appeared for the plaintiff; and Mr. Hormusjee Dadabhoy for the defendant. The action was brought to recover Rs. 596, being the amount of rent due for the plaintiff's bungalow. It being a long matter of account, the case was, at the suggestion of the defendant's pleader, referred to arbitration.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.—An excellent programme is offered to the public by the above amateurs, and it is expected the Grant Road Theatre will be full to-night. A new comedy, abounding in scenic effects, is to be produced for the first time. It is written by an actor of the club, Mr. Nusserwanjee Nowrojee Paruck, and is entitled "Feroza and Pericher." The opera of "Indur Sabha" will follow the comedy. Mr. Paruck takes the hero's character, which will be to many an additional attraction in the performance.

SHIPPING ITEMS.

THE S. S. NEERA has been reported by telegraph to have arrived all safe at Liverpool on Thursday.

THE S.S. M. S. ELPHINSTONE, 96 tons, Captain McNeill, sailed yesterday for Coast and Carwar with a general cargo and twenty-five deck passengers.

THE S.S. APIS, 763 tons, Captain L. Speudou, sailed on the 1st instant for Trieste, &c., with a cargo of 4,286 bales cotton for Trieste, 55 barrels coffee and 18 cwts hides for Ancona, and sundries.

THE AUSTRIAN LLOYD CO.'S S.S. CALYPSO, 1,069 tons, Captain C. Grassi, arrived in harbour on the 1st inst. from Cardiff (March 7th) calling at Gibraltar and Port Said, via the Suez Canal, in ballast.

THE B. I. S. N. CO.'S S.S. KURRACHEE, 346 tons, Captain R. Henderson, sailed yesterday for Kurrachee with a general cargo and the following passengers:—Lieut J. Grant, Mrs. J. Willis, and twenty-eight deck passengers.

WE learn that the ship Tewksbury grounded on the middle sand of Chandpaul Ghaut whilst dropping up the river on Monday. Up to 1 o'clock yesterday she was still aground, laying right athwart the current.—*Indian Daily News,* April 30.

THE P. AND O. CO.'S S.S. BANGALORE, 1,178 tons Captain Burne, will sail to-day for Australia with a general cargo and the following passengers:—For Sydney—Mr. J. G. Prince and Private Smith. For Galle—Mr. T. C. Austey and Mr. T. Fellows Gill. For Melbourne—Mr. J. Wilson, Qr. Mr. Sergeant and Mrs. Keoun, Mr. and Mrs. Crumley, Mr. E. W. Parsons, and ten Persians.

THE BARQUE SUZENNE, 287 tons, Captain O. Decombe, arrived in harbour on the 1st instant from Bordeaux (October 20) with a cargo of 3,600 cases, 59 casks, and 50 barrels brandy; 170 cases liquor, 511 cases claret 43 cases butter, 95 cases curaçao, 53 cases madura, 43 cases sherry wine, 200 cases port wine, 193 cases champagne, 25 cases and 1 cask white wine, 10 cases corks, 2 cases cheese, 9 cases olive oil, and 1 cask claret. The vessel is consigned to Messrs. Nowrojee Ardashir and Sons.

RELIGIOUS SERVICES.

ST. THOMAS' CATHEDRAL.

3RD SUNDAY AFTER EASTER, 4TH MAY, 1873.

7-30 A.M.—1st Celebration of Holy Communion.

11 A.M.—Morning Prayer and Sermon, with 2nd Celebration of Holy Communion. Hymns 162 and 345 (Part II.)

4-45 P.M.—Catechising.

5-30 P.M.—Litany.

6 P.M.—Evening Prayer and Sermon. Hymns 336, 297 and 320.

The offertories will be devoted as usual.

CHRIST CHURCH, BYCULLA.

11 A.M.—Morning Prayer and Sermon. Hymns 197 and 317.

11-55 A.M.—Holy Communion. Offertory to be devoted as usual.

6 P.M.—Evening Prayer and Sermon. Hymns 161, 137 and 325. Offertory to be devoted as usual.

HOLY TRINITY CHURCH, SONAPORE.

7-30 A.M.—Celebration of Holy Communion.

11 A.M.—Morning Prayer and Sermon. Hymns 22 and 181.

6 P.M.—Evening Prayer and Sermon. Hymns 342, 292 and 222.

The offertory as usual.

ST. PAUL'S CHURCH, KAMATEEPOORA.

7-30 A.M.—Litany, and Holy Communion in Hindoostani.

9 A.M. and 3 P.M.—Tamil Services.

4 P.M.—Evening Prayer in Marathi.

6 P.M.—Evening Prayer and Sermon in English. Hymns 156, 147, and 164.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.

[CHURCH OF SCOTLAND.]

11 A.M.—Morning Service.
Psalm 33, (Tune St. Peter—No. 155.)
Hymn 22, (Tune, Bethlehem—No. 306.)
Hymn 111, (Tune, St. Asaph—No. 185.)
6 P.M.—Evening Service.
Psalm 84, (Tune, Huddersfield—No. 106.)
Hymn 171, (Tune, Pascal—No. 291.)
Psalm 22, (Tune, St. Mary—No. 149.)
Anthem—How beautiful upon the Mountains: page 101.
Collections for the poor.

FREE CHURCH, ESPLANADE.

11 A.M.—Morning Service, Communion. Psalm 116. Hymns 212, 250, and 389.

6 P.M.—Evening Service. Psalm 103. Hymns 187 and 189.

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THE "BOMBAY TATLER."

Bombay is very glad to welcome back its energetic Assistant Police Commissioner, Mr. Alfred Edgington, looking fresh, strong and invigorated. Nothing particular has occurred during Mr. Edgington's absence in England except the DeGa case, which still remains "a case," with the lid screwed so tightly down that no police turnscrew has been able to open it. Mr. Edgington used to be nearly as good as Darwin at original research. What a splendid opportunity this for obtaining the DeGa catchem medal.

Personally I have a good boy, but a gentleman who has not thus puts his sorrows into rhyme:—

Who tends me with such gentle care,
At dinner stands behind my chair,
And publishes what is said there?
My boy.

Who knows my inclinations bent,
And oft to me my money lent,
And robs me out of cent. per cent.?
My boy.

Who ruins my razors on his face,
And fills his hair with my bear's grease,
Then blames the rats about the place?
My boy.

Who drinks the first best cup of tea,
And robs my oil, and steals the ghee,
And makes my brandy weak panee?
My boy.

Who smokes my very best cheroot,
And never yet could tell the "troot,"
My tooth brush use—the nasty brute?
My boy.

I see that it is notified by the *Bombay Gazette* that Mr. Sackville Davis, B.C.L., M.A., Oxon. who came to Bombay a very short time ago preceded by such rumours of ability as made our barristers tremble for their briefs, has left us for Calcutta. I believe that Bombay is indebted for this event to Mr. Anstey. Mr. Davis' disposition was soft, eminently impressionable, and wonderfully good-natured; and I suppose that just as Mephistopheles hates holy water or the sign of the Cross, Mr. Anstey disliked these qualities and assumed an attitude towards the mild Mr. Davis which made that gentleman very uncomfortable. At the bar there are numerous stories told about what the Great Irascible said to his antitype and what the antitype said when he tried to be as scornful as the Great Irascible, and they all tend to show that it is no wonder Mr. Davis preferred the Calcutta to the Bombay High Court. Though Bombay had been as cold as Nova Zembla, yet Mr. Davis must ever have found Bombay with Mr. Anstey in it as hot as the inside of Hecla. We have it on good authority that "two stars move not in one sphere," and Mr. Davis has shown the wisdom of the fact by quitting the vicinity of the "*astrum magnum*" of the Bombay Bar.

I do not suppose that it was *contra bonos mores* to report minutely the proceedings at the Blue Jackets' dinner the other night, because somehow whatever our rollicking naval defenders do is done so good-naturedly that it would be absurd to apply ordinary stiff rules of etiquette to their actions. The idea of wondering why Jack does not sit down before his cold round with a dress coat on, or of criticising, from a high artistic point of view, his singing of "Tom Bowling," would be equally absurd; and that Jack knows this as well as anybody is shown by the hearty way he enjoyed the account of the dinner the other night. It was peculiarly interesting to read about Mr. Rhymes' play-writing, and whatever "I'll avenge her" or "Bill Stanley" may be like from a literary point of view, Mr. Rhymes deserves credit for his patience, inasmuch as it can be no easy matter to write plays in a forecastle when one man is dancing a hornpipe within three feet of your elbow and another is singing the "Jolly Young Waterman" or "The Bay of Biscay" within as many inches of your ear. I hope that the "Glasgow" amateurs will be allowed by the Admiral or Captain Jones to give a public performance in Bombay. Admiral Cumming has a fame for obligingness, and doubtless Captain Jones is not the man to see the people of Bombay die from *ennui* if he can do anything to prevent such a catastrophe.

It was so refreshing to hear the wealthy Bunnias come forward and promise to do all in their power to support and further the object of Sir Bartle Frere's mission, that I am not without hope that, the thin end of the wedge of honesty and common sense having been inserted among them, their minds may be opened out so as to comprehend some of their absurd caste prejudices. Prominent among these is the custom of preserving life among the halt, maimed, and blind of the brute creation. Most people have heard of, a few have seen, the Panjrapole, a large enclosure in the middle of the native town, where are gathered together a vast number of crippled horses, blind cows, mangy dogs, and other animals which, for the most part, would find relief from prolonged suffering by instant death. Emissaries of this institution are prowling about the city daily to try and pick up animals which charitable people of other sects would put out of pain by some speedy method. Horses with broken thighs, oxen blind and used up within an inch of their lives, loathsome curs of every kind, are brought in from the highways and hedges; and it may be said that no animal is there which hath not on a wedding garment,—a garment which the mild Hindoo calls protection, but which, like the robe of Nessus, weds them to a consuming torment. The only explanation their would-be protectors have to give for this wanton cruelty is—"It is our religion," and then if religion, "what can do?"

"Don't go near the level railway crossing in Nesbit lane" is a piece of advice which we desire to offer both to the Blue-jackets and the Marines, and also to the buggy-wallas. The G. I. P. Railway so monopolizes this crossing that it is hard to say whether the public have any right to the road at all. The railway was allowed to cross this road as a matter of convenience until such time as a bridge could be built. Twenty-one years have expired, and a convenience is turned into a right, the public being turned off their own road, and the gates barred against them. On Monday evening last the gates at the crossing were closed at 7 P.M.,—how long before this, deponent sayeth not. They were certainly closed for 40 minutes, and the line was all that time occupied by a goods train between 50 and 5,000 yards long. To be accurate, it reached as far as the eye could see both north and south. Hundreds of wayfarers and dozens of conveyances came up on the east side, and the throng was great. The same, it is supposed, occurred on the west side. Various enquiries were made as to why the train did not move on, and everybody tried to give an answer. Three Mahrattas essayed a solution of the mystery:—

No. 1. The driver has gone to get his dinner.

No. 2. The engine has broken down, and they have gone away for another.

No. 3. Mr. Conder ordered the train to be allowed a rest of 60 minutes at this crossing.

One of the most inexplicable things is why railway people should always select the level crossings as a suitable place for shunting!

Europeans in India are apt to become so prejudiced against the lower class of natives that they never see anything good or admirable in them. Yet the other day a friend of mine witnessed an incident worth recording. Two poor-looking natives, one a woman and the other a man, were proceeding along one of our principal thoroughfares in the Fort. The man was a thin-faced sickly fellow, who used a long stick to support him on a shrunken pair of limbs that rheumatism had twisted until he seemed to have no more power over them than to drag them along with his body. His left hand rested on the shoulder of his companion, a sturdy coolie woman who was walking at a snail's pace in order not to strain him. Carefully she took him in and out among the carriages, and was so anxious about his safety that she boxed the ears of a little half-naked scamp who jostled against him, and she used her arms to elbow off people who came in his way. The picture was a good one for the subject of charity in low life; for this coolie woman had been struck with pity for the man as he was crawling along by the side of the houses, and had volunteered him her assistance. He must have been a broken-down ghorawallah, as she took him to the door of a stable that was near by, and gently helped him over the puddles of dirty water that lay before the door. Leaning on his staff he salaamed her, his sunken eyes speaking a gratitude that his tongue seemed unable to tell; and then she balanced her curry dish upon her head and marched off, quickly joining another coolie woman, with whom she lost no time in resuming a high-keyed discussion about some pice. This incident would have been a good one for Sterne for his "Sentimental Journey," and shows that as much humanity may exist in the breasts of miserable Hindoos as in those of Europeans.

I hear that one of Bombay's mighty hunters, well known as a solicitor who can handle a gun as cleverly as he can a brief, has had great sport during the past fortnight about fifty or sixty miles from Bombay, on a spur of the Ghauts a dozen miles from Kurjut, and about a similar distance from Matheran as the crow flies. He was accompanied by two or three enthusiasts who are now in danger of being caressed out of existence by their friends merely because they happened to be in the company of the legal Nimrod when his "smoothbore" brought to grass one of the biggest bears ever seen in this Presidency, or probably in any other. When Bruin was started, he was as it were locked up in a valley. The solicitor, having had many shots at bears while his companions never had had one, went to the closed end of the valley, whither, he thought, Bruin would never betake himself, and took a perch upon a rock so that he might view the sport made by his comrades. But to his astonishment the bear made straight for the place where he was sitting, and as Bruin came panting up the almost perpendicular pathway, he took deliberate aim and sent a shell through the animal's skull. Bruin at once turned up his toes, and fell back, with many a crash through small jungle and many a bump against big boulders, to the bottom of the valley. There was great glorification over the event among the Ghatees as well as among the Sahibs. This bear had been shot at many a time and oft, and the natives, considering that it bore a charmed life, had warned the solicitor and his friends that it was no use to attempt its life; but now that they saw the "mighty bar" dead at their feet they howled and tomtommed with delight, although the affair cast such a gloom over the brute residents of the neighbourhood that they fled from the vicinity of the shikarees to Matheran and elsewhere—which possibly accounts for the fact of the *Bombay Gazette's* occasional correspondent having seen a cheetah near Porcupine Point and obtaining the rare fortune of rescuing a lady from imminent and deadly peril.

It is not often that two live Governors have been seen in Mahableshwur at the same time. The discussion between Sir Bartle Frere and Sir Philip Wodehouse about the intermediate administration of Sir Seymour Fitzgerald would be worth recording. The impetuous Sir Bartle might be supposed to speak with contempt of the slowness of his successor something after this fashion:—

"Do you know, Sir Philip, that I elaborated and prepared several complete schemes for establishing the supremacy of Bombay as the first city in India, and all that I was able to see had been done was the upholstering of Gunesh Khind and the planting of a stupid dock at Hog Island. I never would have agreed to purchase the Elphinstone property, at least until such time as W. Nicol & Co. completed the works."

And then Sir Philip would reply—"Well really, ahem! Sir Bartle, you see that I have been saddled with a sackful of legacies from that confounded unfathomable Port Trust to the Agricultural Cess, and the obstinate Bench of Justices, obstinate councillors, obstinate secretaries, obstinate press. In short they are a lot of obstinate fellows altogether, and to get rid of them I have been compelled to come up to the top of this mountain from whence to take a bird's-eye view of Bombay harbour, and contemplate all the nonsense that fellow Kennedy has tried to put into my head—the nonsense, you know, of the Mody Bay docks and unfathomable bunders. I tried to distinguish between the Native Rajahs who rushed into Bombay to meet the Viceroy—but, bless me, I don't know Kolapore from Travancore. Are both these fellows Pindarees or Rajpoots? It was part of my business to know all about the political relations of Bombay, but Kennedy and Tucker are more than I can compass. How did you manage them?

Sir Bartle. "Oh! I allowed them to exhaust themselves. Kennedy can't stand looking at: try him, and as for Tucker, you should have kept him well furnished with Bills."

Sir Philip. "I perceive. It's all a matter of tact after all."

Sir Bartle. "Just so. The chief function of an Indian Governor is to ascertain the peculiarities of the stomachs and brains of the members of Government and the secretaries: this accomplished, the work is mere routine.

Sir Philip. "Thanks, Sir Bartle—my grateful thanks. I will try it on with the new men."

There are some wonderfully conceited people in this world—"Rommany Rye" is one, and the *Indian Statesman* is another; but while the egotism of the first is simply amusing that of the other occasionally becomes peculiarly nauseating. "Rommany" tells the readers of the *Times of India* that he (or whatever the personal pronoun "I" refers to) wishes he could feel sure that when his term of service here is concluded he shall be able tenderly to convey "all that is left" of him to some genial shelter. "As it is," says "Rommany," "I suppose my bones must go to England where the north wind will rattle them, and the east wind will rack them, and the west wind will drench them with rain, and the south wind will never blow long enough to repair the damage." Now although it is of some importance, and certainly deserves a place in any Notes about events of the Week that may be written in Bombay, that "Rommany Rye" should inform the public what he wishes to happen to "all that is left of him;" yet I consider that he thinks too much of his bones when he supposes that the winds and the rains are going to take all the trouble with them that he mentions. My own private belief is that the deities of the elements will take no special measures whatever about the bones in question, and that they will treat them just as if they had never been "Rommany's" bones at all. This may be very grievous news to "Rommany," who possibly considers that there are few skull, vertebral, or costal bones like his in the world; but "*fiat justitia*," &c., and let truth be told to people who are obviously very vain. "Rommany" presumes to give a word of advice to "Mr. Anundorum Boroosh, C. S.," although I suppose that "Rommany's" intention was to refer not to the "C. S." but to the Matheran correspondent of the *Bombay Gazette*. Now in a sort of way "Rommany" is quite correct about what he says with reference to the practice of attaching names which happen to be the same as those of men who are still living to writings which they never wrote; but as to "Rommany's" threat about signing himself "J. M. M.," "Rommany" should not suppose that there would be any harm done, because nobody could possibly make a mistake about "which was which;" "J. M. M." is one individual, and "Rommany Rye" is unmistakably another. I happen to have seen "Anundorum," the correspondent. I said to him, "How dare you close your letters with the signature of a Bengalee Civilian and a persona friend, possibly a relation, of the 'Rommany Rye?'" He replied, "Upon my word I didn't know what to do. I thought of 'John Smith' at first, but as there are a number of eminent men of that name alive, I thought it better to run the risk of offending one Anundorum Boroosh (whom I can assure you I never heard of as being known to fame until 'Rommany Rye' mentioned it) than a thousand or two good men and true friends of the British Empire." He further said that he believed "Rommany Rye" had growled at the name "Anundorum" merely to get an opportunity of calling public attention to the clever signature that he himself had chosen; and remembering my friend "Rommany's" high opinion about his bones, I think it is not improbable that he is equally conceited about his name. So much for "Rommany Rye." This week the *Times of India* has published two remarkably virulent letters against Mr. Robert Knight. Mr. Knight gave the lie direct to the statements contained in the first letter, the writer of which retorted that all he had said was true. Mr. Knight has evidently replied again to the writer, but the *Times of India*, for reasons best known to itself, has refused to publish his letter. There can be but one opinion about this, I think. Let the merits of the quarrel be what they may, the *Times of India's* conduct is unfair. First of all it allows an anonymous writer to make the most calumniatory statements that can be imagined against a public man; and when he turns round to give hit for hit, the *Times of India* deliberately refuses to give him the opportunity even of protecting himself. While saying this much about the conduct of the *Times of India*, I cannot praise Mr. Knight for his share in the cause which has apparently provoked the quarrel. The memory of a dead good man was being vindicated in the *Bombay Gazette* from unjust aspersions by certain people, and straightway—and upon a Sunday morning, too!—Mr. Knight seizes the opportunity of praising his own personal character by saying one word for Dr. Buist and many for himself. It is a melancholy passion for egotism that will not allow a man, even in the presence of remembrances of the dead, to keep back from saying to the public, "The man that this earth covers was a clever man—a good man—but so am I; possibly I am cleverer and better." No; Mr. Knight has shown wretched taste, and I do not think even his friends will deny it, since no one can admire the person who takes a mirror to the grave of a man whom he calls his friend merely for the purpose of smirking before it at that sacred place, and showing people how well he can act the part of a coxcomb possessed of very bad taste. I am accustomed to Mr Knight's omnipresent "I," but he should have omitted it when he pretended that he was vindicating the character of a much-respected man like the late Dr. Buist.

EUROPEAN COLONIZATION IN INDIA.

I was agreeably surprised to see from this morning's *Bombay Gazette* that the Editor advocates European colonization in India. I say "agreeably surprised," because for some time past I have been under the impression that this journal was almost as uncompromising an opponent of such a scheme as its esteemed contemporary the *Times of India*. Some three years ago I had a lengthened controversy with the latter on this subject, and should have continued it at still greater length in its columns, but that I deemed it undesirable, if not dangerous, to continue arguing with an Editor who, I found, was commencing to misquote me, who affected to misunderstand me, and who made an effort, at the expense of accuracy, to replace lack of argument by an attempt at ridicule.

The *Times of India*, although considering the "increase of a large body of educated Englishmen and English capitalists outside the Government a solid advantage," maintains "that India is not in want of labour coming from without." I am not quite so conceited as to think that any representations of mine have induced the Editor to alter his mature judgment on the matter, but it cannot be denied that his opinions have undergone great qualification. He admits "that skilled labour is wanted to instruct and to stimulate native industry in India." This it would, perhaps, not be fair to read without what follows:—"The natives should themselves be educated to rise into high positions in handicrafts and arts, so that they do not lose their self-dependence by leaning perpetually on an English arm." But by whom are they to be thus educated? Though the two paragraphs may at first sight seem somewhat opposed the one to the other, yet on further consideration, it will be seen that the one answers the other, and that both point to the same result, the desirability, pressing and undeniable, of introducing skilled labour to an extent sufficient to educate the natives in the industrial arts. It is absurd to suppose that they will always be pupils, and they are sure to have plenty of opportunities of communicating their newly-acquired knowlege to those remote parts of the Empire which are not readily accessible to Europeans. And once instructed in these arts of civilization, their self-reliance will soon assert itself, and assist more than anything else in making them depend upon their own resources without reference to European aid.

To advocate indiscriminate immigration into this or any of our colonies would be as sensible as turning your hens and chickens out in the jungle, and expecting them to increase and multiply and fatten themselves for the table as well-behaved fowls, instead of becoming the prey of the first of their numerous enemies who came across them. If trouble had been taken to re-peruse the first letter I wrote to the *Times of India* on this subject, it would have been seen that I simply advocated emigration from England "*under proper direction and control*," (the italics are in the original) and wished it to be tried as an opening for *commercial enterprise*—and, indeed, attempted to point out its advantages as such. I am fully aware that it would be hardly practicable to leave every man to himself to struggle along on his own head. Indeed, this would not now be practicable in any of our colonies. The days are gone, no more to return, when a man left the emigrant ship with his wife and children, a small store of provisions, and perhaps a few tools, trudged along a few miles through the woods until he came to a likely looking spot where there was nobody else about, knocked up a log hut, cleared a small space of land, sowed his little stock of seed, and lived on what he had brought with him and such game as the country afforded until his crops had ripened. *Now* he must have his allotments and grants and deeds, pay rent or purchase, enter into various covenants,—and be satisfied with what is given him, instead of being able to stop where he liked, live how he liked, and do what he liked.

The better for the country, it might be answered, that he cannot. Granted, but at the same time a great curtailment of the facilities for extended emigration, to any of our colonies, of the purely labouring class. In this respect, then, India is as well off as the rest.

The class of workmen whom I more particularly intended to point out as desirable immigrants were the skilled artisans who have been dismissed in such large numbers from Government employ—and here I am not only misquoted but the drift of my argument evidently misunderstood. No allusion whatever is made in my letter to the *Times of India* to "Government being *forced* to dismiss them from its employ"—in fact their dismissal was attributed to an entirely different cause. I most sincerely hope with the *Times of India* that such cases as these cannot occur frequently; but the very object of my letter was to call attention to a period when such things had occurred, and to urge that advantage ought to be taken of such an opportunity. There are the willing hands, here a wide field for their employment, and they would only require to bring such capital with them as was "stored up in the skill and activity of their hands." Surely a small store of the capital which daily leaves the country might be turned advantageously in this direction; indeed, capital will always be found for a good investment, and we fancy there would be plenty forthcoming to invest in English industry and energy, where the native candidate would be unsupported from his lack of qualities which would recommend an Englishman.

The *Times of India's* division of the class of emigrants is in my opinion rather arbitrary; but as the question does not mainly hinge on that, any discussion of it would be unprofitable. At all events of the two classes referred to, it is just the better ranks of the working classes whom we require, whom discontent—not exactly with the political status or with social relations in Great Britain, but with being made after perhaps long years of honourable service, the victims of "reduction, reduction, reduction,"—had led to the conclusion that England is no longer a place for them. Savings at one time they may have had, and savings from the pains and self-denial that it has taken to accumulate them, worth ten-fold their intrinsic value. But these a few weeks of inaction soon melts away, and they are thrown upon what have been justly called "the hardships of the poor laws." If centuries of legislation and hundreds of lives worked out in professedly aiding the cause of the people has only resulted in this, that it is not sufficient punishment to have every chance of earning your living closed, but that you must pay a fine of unlimited misery for being forced to be poor, in this, I should imagine, another argument could be found to strengthen the assertion that they have no such thing as home, and that their honour would rather be of British customs, tastes, associations and poor laws than of leaving what is to them but a sad—a very sad—misnomer—home. They could assuredly find friends here whose interest would be their interest, whose work would be their work, and who would gladly employ them if they had the opportunity.

I believe that the proportion of emigrants who ever leave or have left England with the means of living even a week after landing in their "Promised Land," on their own resources, is but the smallest percentage; and of those who come out to invest capital in foreign lands is, in fact, infinitesimal. Where they do go out to friends it is, in general, to one of the family who, after years of toil and servitude, has amassed a small capital, and whom experience has taught that the English labour is the cheapest way of developing his resources; but a self-made man, who has attained to any considerable distinction in the land of his choice, is the last man in the world who would wish to see his poor relatives intruding upon him locally, and by reviving old associations mar all the brightness of his present prosperity. Assistance, at a distance, he will willingly render them; but, as a rule, it is "come not betwixt the wind and my gentility."

It cannot be surprising that a Parsee should broach some comical ideas, or perhaps clothe them in such language as to lay them open to the accusation of being grotesque; but, when the very sentence on which the *Times of India* bases such an accusation has never, according to its own columns, been written by him, the ridicule rather recoils and gives place to surprise at the facility, if not audacity, with which remarks printed in that journal, and consequently open to every body for easy reference, are misquoted. I am made to complain of the *Times of India's* "extreme indiscretion in avowing a principle (we suppose the principle of 'no work, no pay',) which," &c. Now, as in this case, I never "avowed a principle" at all, but simply remarked that "it was an acknowledgment on your part, however true, but indiscreet in the extreme to avow, *on* the principle," &c., it would seem as if an effort had been made, at the expense of accuracy, to replace lack of argument by an attempt at ridicule. With reference to the parenthesis, it seems rather to have been put in as "stuffing" than as in any possible way affecting the argument. If men are refused the work they court so eagerly, they must necessarily starve for want of pay; and they had much rather come out where they would get work and pay too.

As regards the English constitution, the Editor remarks, and apparently with some degree of justness, that the lower you descend into the social scale, the less self-restraint exists—and then he instances the case of the British soldier, who, "although enjoying exceptional advantages," occupies, apparently in the writer's estimation, the honourable position of "wooden spoon," the lowest of the low. He certainly makes this up to the soldier afterwards by comparing him with his officers. But this only makes the contrast the greater. What are the advantages of a soldier compared with the officer's, hygienically? The officer has always a plentiful supply of fresh and pure air; his food is the food of the market and constantly varied; his dress he changes as he likes according to the vicissitudes of the climate and his personal feelings; he has baths and bheesties to keep him in constant tubbing; his night rest is never broken by "sentry go;" all the amusements of the station are open to him, from cricket and pigeon shooting to a hunt after "bristles" and "stripes." He does not live and sleep in the same room with about 30 or 40 other men, all purifying the atmosphere with their breath and bad "bacca." He has every facility for exercise, and we question much, if he were deprived of his horse and carriage, whether he would be seen about on his feet half as much as the common soldier now is for his own pleasure. "Professional anxiety," from the way business is generally transacted, seems to be left with head clerks, who distribute it homœopathically among their subordinates. How can it be wondered at then if the death roll of the soldier, *as compared with his officer*, is sadly heavy!

Hospitals and other means of relief in sickness would only be the natural and proper result of immigration and an increased population, and it is hardly an objection to bring forward to a scheme which is, but as yet, in embryo, that all contingencies have only been foreseen but not actually and palpably provided against. The peons might as well be fed up to the average "fighting weight" of the English working man to prevent any chance of an unfavorable collision with the latter.

In my first letter to the *Times of India* I instanced the success of the Parsees, and contended that Europeans coming into a country governed by their own countrymen, could easily do as much as we have done and more. To this a correspondent, signing himself "Ecce Signum" put in a demurer, saying that I regarded the subject "from a purely Zoroastrian point of view. He argues that because the Parsees settled and flourished in India, Europeans may do likewise. But this is certainly not a legitimate deduction. The Parsees came from Persia to India. Persia is essentially a semi-tropical climate. They had become habituated to a tropical sun and to the extremes of tropical temperature, before trying their fortunes in India. Moreover, the Parsees are not colonists in the true sense of the word. They neither dig nor delve. Had they been, on first landing in India, obliged to earn their living by the sweat of their brow, it is extremely doubtful if they would have flourished as they have done."

It is true it was a semi-tropical climate they came from, but not that they had become habituated to the extremes of tropical temperature before trying their fortunes in India. Very little attempt has been made to trace out the customs and life of the ancient Parsees at that period, but chief amongst those who have devoted time and learning and have spared neither trouble nor expense with a view of arriving at just conclusions on the subject, must be placed Mr. Dossabhoy Framjee. Referring to his work we find that the Parsees first landed at Sanjan, about 25 miles south of Damaun in the territory of Jadao Rana. They were directed to select any waste land that suited them, and did accordingly select a large tract of waste land in the immediate vicinity of Sanjan. The next thing we hear of them is that their settlement, which but a short time before was a sterile desert, became converted into a *populous and thriving city*. This at any rate must have been accomplished by the sweat of their brow, and agriculture could have had no small share in their prosperity. And here they lived in peace and quietness for nearly five centuries, and during that time "they chiefly occupied themselves wherever they were located in agricultural pursuits."

I maintain, therefore, that on this evidence Parsees must be considered as true colonists, even according to the definition of "Ecce Signum," and that during that long period, five hundred years after their "first landing in India," their livelihood was obtained by hard out-door labour on the plains of India.

The imprudence of Europeans must be admitted to a certain extent, and this combined with heat and malaria, may be answerable to a great degree for certain instances of European suffering. But the picture that "Ecce Signum" draws of such suffering in India is really so terrifying, that I must in future look upon every Englishman in this country as nothing less than a martyr to duty: it begins with impaired health, and ends with suffocation. Surely the Editor of the *Times of India* must have been playing sad pranks with our letters to induce people to think we were advocating immigration into India. If we have, it must have been to replace those whom "Ecce Signum" has frightened into a hasty exodus.

But as I am a Parsee, having our friend's authority for asserting myself to be inured to a tropical climate, I will attempt to argue the point, and will instance particularly the Abyssinian campaign, (of which I have had some personal experience in the march to Magdala and back) during which the Europeans worked and marched all day in the heat for months together, and worked uncommonly hard too. This can hardly be called "spasmodic exertion" with "intervals of luxurious ease."

As to the influence of heat over men, it depends so much upon constitution that I defy any body to lay down any rule. "Ecce Signum" is dogmatic enough on the subject. But I know from experience that some men might be out in the sun for days and days and never become sick, while, on the contrary, upon others it might take an almost immediate effect. I am very far from being convinced that heat *alone* would ever prove a fatal objection to the employment of English labour in India. It is heat, in combination with surrounding circumstances, which produces malaria; but are these circumstances insurmountable? Far from it. It can never be reasonably presumed for an instance that, in the arrangement of a new colony, matters would be allowed to run in the old anti-hygienic track. The chief causes of malaria, at present, seem to be the absence of all sub soil drainage, towns and bazaars unpaved, undrained, badly cleaned, and often teeming with offensive matter; tanks, pools and surface-made gutters, containing filth and bad foul water; ravines and nullahs filled with stagnant water; houses built on a level with the ground; water drawn from shallow wells, and tanks impregnated with every pollution, &c.

This is hardly the idea which we can be supposed to have of our European colony *in posse*. Our staunchest opponents would allow that a little European decency and cleanliness can be retained in India, and it can hardly be asserted that such a total disregard of sanitary conditions as now characterises almost all parts of India would be allowed to perpetuate itself, to the detriment of future generations, on the establishment of European settlements in India.

Discretion and judgment, it is well known, are as necessary in the choice of hill stations as in the selection of appropriate spots on the plains. Here as there proper sanitary arrangements would no doubt be necessary. Epidemic disease may, of course, originate at hill stations just as it would do at unhealthy stations at home. Evidence is in favour of hill stations as compared with the plains, but altitude does not necessarily mean health, though many stations could be pointed out where the climate has not only all the mildness of Europe but the great advantage of regularity and evenness of temperature. On the whole, therefore, I think it is fair to conclude that there are very many positions, both on the hills and plains, in which emigrants might be located on arrival in the country, without being exposed to any exceptional severity of climate.

I have been accused by the *Times of India* of begging the question. If it be *petitio principii* to attempt to put a question in a new light, I am guilty; but this should not be brought to my charge simply because I disagreed with the views of that journal. I attempted to advocate a qualified immigration of men adapted to the requirements of the country, and I think that when I succeeded in inducing the Editor to admit that skilled labour is really wanted to instruct and stimulate native industry in India, after his assertion that India was not in want of labour coming from without, it is rather begging the question on his part to shift back to his original position which he abandoned, gracefully it is true, but irretrievably.

Soldiers are, I agree with the *Times of India*, hardly more fitted to act the part of missionaries than colonists. They may be well meaning, well educated and honest men; but what opportunities have they of communicating either their information or their ideas of right to outsiders. They are a class by themselves, and are only allowed to mix up in the most superficial manner with the rest of the community. These qualities they can never get credit for amongst those with whom they might be usefully employed; the nature of their duties, were they inclined to attempt the improvement of the natives, would only permit of an intermittent application; and it is very questionable whether their efforts would be viewed with a favorable eye by their superiors, when they would only remind them of duties which they were themselves most culpably neglecting. At the same time even as things now stand, the natives are anything but losers by their association with English soldiers; for, if they do not actually forward the cause of Christianity, yet they will always insist upon cleanliness, which is commonly said to rank next to Godliness, and is, at all events, a step in the right direction.

And as with the soldier so with the native. The former is habituated, even in times of peace, to constant change of country and association; his friendships are at the best *pro tempore*, although I would venture to aver, from personal experience of some thirty years in the peaceful camps and in more than one battle field, that a soldier is more true to his "chum" than ever friend was to friend in civil life, and will make more sacrifices to that end (and the greater because personal) than are usually to be met with in the ordinary run. But all this ends; they are sooner or later separated, and one letter, or at most two, may pass between them before they both have contracted fresh friendships of a similar nature, and the last is looked upon and thought about as a thing of the past, because they know that it never can be renewed except by the most unforeseen accident.

The native is equally accustomed to a change o associations. Serve his master faithfully he may, because his interest is bound up with him for the time; watch his children with care and perform everyone's behests with cheerfulness. But he can never have the same feeling towards them as he would if he knew that generation would succeed generation in the land; that the child he is nursing would inhabit the old bungalow as the house of his fathers, in short that his home was their home, and his country truly and in reality their country. For he knows but too surely that it is only a question of a year more or less how soon he shall be separated from them, and his conduct is guided much more by self interest, and, it might almost be said, instinct, than by any of those naturalties which make and old and faithful servant as much a part of a household as a branch is part of a tree.

Can colonization do nothing to engender this feeling among them? What real regard can we expect them to have for such birds of passage? The natives are anything but dull of observation, and measure their regard for the English exactly by the regard these seem to have for the country. Make the best of it as long as may be convenient; take all you can out of the country and people, and return nothing back; employ the capital accumulated from Indian products in any other way than improving their quality and increasing their consumption; leave the native, as you found him, steeped in ignorance and superstition, and you care as much about the country as the native cares for you, and that is measured by the amount he can manage to get out of you during your mutual connection.

The greatness and importance of India demand that she should have a strength within herself that would enable her to repel all hostile movements. Foreign transports can travel through the Canal with as great facility as English, and yet there seems no desire to render India independent of the protecting wing of the mother country. The "sheathed sword," it is said, must always be kept in the sight of the native, and yet you will run the possible risk of being placed between two fires without the hope of help from without, when it is in your power to neutralize at least one of them, and by the same means provide a bulwark against exterior aggression.

Raise the native to a manly and independent level by instruction and example—lead him to think that you have an interest in him—and he will soon have a good opinion of himself and try to act up to it, and the fallacy of the popular notion above-mentioned will soon be proved. There will be good and faithful servants, if not active assistants, in times of danger; and there will be no need to ask the question, which was so sadly answered during the meeting, "Can they be trusted?"

"Sadly utopian all this,!" I can imagine some exclaiming; but there have been many things equally so before *in appearance*, and I shall not easily lose the expectation of seeing such things in my generation yet.

BAZENJEE SORABJEE.

Bombay, April, 1873.

HIGH COURT.—3rd May.

[Before the Hon. Sir Charles Sargent and the Hon. Mr Justice Green.]

ADMIRALTY SUIT.

FOR JUDGMENT.

1-73—Dallas and Lynch—Bardot and another v The American ship Augusta—Jefferson and Payne.

SPORTING.

NOTICE.

THE GREAT NORTHERN INDIA DERBY SWEEP,—1873.

Committee of Management.
Lieut.-Colonel G. Dalrymple Hay, B.S.C.
C. E. Herbert, Esq.
B. E. Domvile, Esq., R. H. A.

Tickets Rs. 10 (ten) each, cash.

Five per cent. will be deducted (for the benefit of the Murree Racket Court Building Fund, and the "Peshawur Vale" Hunt and Race Funds).

Rs. 500 (five hundred) will be divided amongst those who draw "starters."

After deducting all expenses the residue will be divided:—

The winner to take two-thirds.
The second horse to take one-quarter.
The third horse to take one-twelfth.

To close on Wednesday, the 21st May, and drawing to take place the same day at the Murree Club.

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EAST INDIA FINANCE COMMITTEE.

FULL NOTES OF Mr. MACLEAN'S EVIDENCE.

(Continued from yesterday's *Bombay Gazette*.)

Do you wish to make any statement with reference to the proceedings of the Public Works Department with relation to any railways in the Bombay Presidency?—If the Committee care to go into the inquiry about the Carwar Railway, I shall be glad to state the feeling about that.

Mr. Fawcett: That scheme has been disallowed and stopped, has it not?—Not yet. I will state how the case stands. The railway was first recommended by the Bombay Government upon the ground that it would pay 8½ per cent. on the capital invested; that was the statement in Colonel Kennedy's despatch recommending that this line should be sanctioned.

Sir G. Balfour: Of what date was that?—The 21st of November 1871. The Government of India thereupon actually recommended the line, and sent the scheme home for approval to the Secretary of State. When the official papers were published in Bombay, there were very vehement remonstrances made by the press, and the Bombay Chamber of Commerce took up the question, and passed strong resolutions against forming the line. The Government then appointed a Committee of Inquiry to revise the estimates.

Chairman: Was that a railway on what is called the standard gauge or the narrow gauge?—It was the narrow gauge even at that time. A Committee was then appointed to revise the estimates, and they have lately published their report. I will just refer to that report. Colonel Kennedy's estimate of the net return was 8½ per cent. The conclusion come to by the Committee is "that taking the working expenses at 55 or 60 per cent. of the receipts, there would be a net return of 4·09 or 3·63 per cent. on a capital outlay of 110 lacs." That is the result of the Committee's inquiry as to what would be the net return. They have raised the estimate of the cost from 90 lacs of rupees to 110 lacs; but at the same time they say that the traffic return which is to pay this revenue, of say 4 per cent., will not begin to come in for about three years; they say "within a reasonable period, say three years after the construction of the line;" and they make no allowance in their estimate of cost for interest on capital during the three years the line is to pay nothing, or hardly anything. If you add that to the 110 lacs, I think that you may fairly say that the lower estimate of 3½ per cent. is as much as the line can possibly return, even according to the report of the Committee.

Sir G. Balfour: What is the length of the line?—About 140 miles. It is an isolated line, and the Committee take the average of the working expenses very low, at 55 or 60 per cent.; the average for all India is over 54, and that includes, very long lines, where of course working expenses are not so heavy.

Mr. Cross: The Government suggested that they could get the 8 1/3 per cent.?—Yes.

How do you account for that?—The report goes fully into the estimate for the traffic and the cost, and changes the whole thing. In fact, what the Committee now recommend is a perfectly distinct thing, as I propose to show you from what they say.

Chairman: What do they propose now to do?—The Bombay Chamber of Commerce recommended an alternative line from a point on the Great Indian Peninsula running north and south through the Southern Mahratta Country to Dharwar instead of a short sea line from Carwar: they said that that would open up very important districts of the Bombay Presidency, which are now, practically, without railway communication, the rich districts of Sattara, Kulladghee, Belgaum and all the Southern Mahratta Country.

Sir C. Wingfield: It would be a communication with the Great Southern of India, would it not?—No, it was between Poona and Sholapore that the connection was to branch out. The line has not been actually surveyed yet they only pointed out that, if a railway was to be made, that would be a better line in the interests of the country. The Committee say, on that point, "If it was proposed to make one railway only into the Southern Mahratta Country, and if the practical alternative rested between a railway from Carwar to Gudduck, or a railway from Sholapore or Decksal on the Great Indian Peninsula Railway to Hooblee, or some point in the centre of the Dharwar cotton field, we are of opinion the latter or Deccan line is the one which, as a commercial enterprise, would best answer for Government to undertake, as an extension, if possible, of the guaranteed Great Indian Peninsula Railway, the receipts of which would be enhanced by the traffic therefrom. The chief reason against the Deccan line is that adduced by Colonel Trevor in the latter portion of his Report of 29th September 1869, 'That it would not be as beneficial to the cotton interest as a railway from the cotton districts to Carwar.' But on consideration of the two schemes, and after the full expression of mercantile opinion thereon, which has lately been given by the Chamber of Commerce in Bombay, it appears to us doubtful whether the Deccan line, on account of its greater certainty as a means of transport for cotton to market, would not really serve the cotton trade as well as the isolated Carwar line, while in most other respects, so far as we can judge, the Deccan line seems preferable to the isolated Carwar line." So that they give a distinct preference, as a commercial enterprise, to the line proposed by the Chamber of Commerce; but they recommend the Carwar line on new grounds altogether as a political and military line. They propose to make Carwar the great terminal point of a new network of railways, which are to connect the Great Indian Peninsula and the Southern Railways together; and this just allows you to see how the mania for expenditure gradually grows as these schemes come on. This is entirely, I may say, a new idea; they say, in their report, "We gather, however, from the papers before us, that the Government of India, entertaining a larger view of tha question, intends to design, and eventually carry out, a regular system of railways in the Southern Mahratta Country, starting from a fresh port on the western coast of India, and opening out a new railway route for trade and produce, from and to the centre of the Indian Peninsula, There can be no question of the general public benefit which would result from the completion of such a railway system, which would of course connect Carwar with both the Great Indian Peninsula and Madras Railways: and the intimation that such a scheme is contemplated by the Government of India renders it less necessary to weigh the merits of different lines as alternatives, than to consider the order of priority in which Government might be advised to undertake those lines, for which a sufficient case exists." The only reference that I can find to any wish, on the part of the Government of India, to carry out such a scheme, is in a despatch of theirs, appointing the Committee, dated 3rd August 1872, in which Colonel Dickens says—"Although the Government of India, actuated by a sense of serious financial responsibility, have, throughout, expressed their belief that the new railway up the Ghauts, to Carwar, ought not to be built at present if it is thought unlikely to prove remunerative, the Government have never lost sight of the manifest Imperial benefits which would result from opening at least one efficient port on the western coast in addition to Bombay. A leading consideration in the alignment of Indian railways should be, and has been, their value as supports to the military position; and in this view it is not desirable to throw too much on one line of railway." This paragraph suggested to the Committee a way of getting out of the disagreeable duty of quarrelling with influential people out in Bombay, by opposing a line which they admit would not pay as a commercial scheme, and so they recommend it on political and military grounds. Here is a sentence from a despatch of the Duke of Argyll, dated 14th August 1872, within a few days of the despatch which I have just read from the Government of India, in which His Grace says, "The present case is not one in which the political and military considerations which have justified, irrespective of commercial advantages, the construction of many Indian railways, hold an important place. The proposed line was suggested and encouraged on purely commercial grounds, and must be adopted with regard to commercial results." So that, while the Government of India is suggesting or hinting at this new scheme for a great terminal port at Carwar, with a new system of military railways, the Duke of Argyll is distinctly stating that this line was proposed on commercial grounds alone, and must be judged by commercial results alone.

Chairman: And all these various forces, in opposite directions, have brought things to a state of rest now?—The Government of Bombay has now passed an extraordinary resolution that the vehement assertions of the press and the Chamber of Commerce to prejudice the railway, have been completely disproved by this Report; and they recommend the Government to go on making the railway from Carwar to Bellary, right through.

Would it involve a complete construction of everything to create a port of commerce at Carwar, in opposition to Bombay?—You would have to create the port, and trade, and everything.

And to find European inhabitants, and everything else to carry on the business which is now carried on at Bombay?—Yes.

It would seem to be very much like the Port Canning affair over again?—Yes, or Kurrachee; Kurrachee, of course, is different, because there is a dangerous frontier there, and there is all the Indus Valley behind it.

Does Kurrachee get on very fast?—No, I do not think it is likely ever to supersede Bombay.

Mr. Eastwick: You are aware that Carwar was formerly a place of national importance; and that there are graves of Europeans there?—Yes in the old days when the course of trade was different, when trade went round the Cape, it was more important. I should say, that the Committee's estimates on the port of Carwar are not estimates for the expenditure of a million or two that would be required to make it a port, but only a wharf or two to provide for the convenience of a little isolated railway; so that practically they recommend an enormous scheme with these estimates only for a very small one.

Chairman: Do you wish to make any statement to the Committee on what is called in India the tribute that is paid to England?—I no not know how far the Committee have gone into that question, or if they have taken any evidence on that head.

They have got before them the finances as to the application of those finances; but what we want to know from you is the view, if there is any particular view, taken in India with reference to the payments that are called tribute paid by India to England?—I wanted to give some little evidence in opposition to the conclusion which has been put in various ways, that there is a great drain of the wealth of India out of that country for the benefit of England, and that that is the result of the English connection. This argument is very often based on a comparison of the returns of the trade. The exports from India as a rule greatly exceed the imports, and it is said that this shows a very heavy balance of trade against India, and that the excess really represents the tribute paid by India to this country. Now it is not a singular case at all that the exports of a country should exceed the imports. If you compared India, for intance, with the United States, which can hardly be called a country that is being drained of its natural wealth, I think you will find that the excess of exports over imports in the United States is very much greater than the corresponding excess in India.

Mr. J. B. Smith: Do you mean the exports generally, or to England only?—Generally, to all the world; I have taken the figures for the six years, from 1866 to 1871, from the Statistical Abstract, and I find that the excess of exports over imports, against India, in those years, is about 48,000,000*l.*, that is about 8,000,000*l.* a year.

Sir G. Balfour: Direct to England, do you mean?—No, the whole trade; you cannot take it direct to England, because there are so many complicated transactions. If you take the six years of the United States, from 1867 to 1862 (I got those figures from the "Statesman's Year Book") the balance against the United States in that time is about 126,000,000*l.*, that is about 21,000,000*l.* a year. It might be said that the United States have been reducing its debt during that time very largely. Of course there are Members of the Committee who know better than I do; but I should think that the amount of American securities held by foreigners is as great now as it was six years ago; so that really the exports have exceeded the imports by that amount, about 21,000,000*l.* a year; and I think there is a very natural reason for that, namely, that the United States is one of those countries where there is a great deal of foreign capital constantly employed in developing the resources of the country, and this capital is constantly bringing large profits to the people who lend it to the States; but at the same time it is doing immense good to the States themselves. They borrow the capital that they want, and the trade returns only show the profits that go to foreigners for the use of this capital. As regards the trade returns of India, the same reason applies in a great measure. There is another thing to be said about the export returns, that cotton, for instance, has been systematically over-estimated in the Custom House returns in India; that is one cause of the excess being apparently greater than it really is. Then, again, there is all the opium duty included in the export returns at the Custom Houses. Now the cost to India of producing opium is very small in comparison with what it gets from China; but all this duty, the revenue from opium, is paid in India, and thus included in the calculation of Indian produce sent out. About 8,000,000*l.* of revenue a year is derived from opium, and that really wipes out the whole annual deficit on these trade returns.

Chairman: In point of fact the money that the Chinese pay for the opium to the Government is equal to all the money that the Government of India in any form pays to the home administration in connection with Indian affairs, is not that so?—Yes; it is equal to the money that India pays to all the rest of the world for the benefit of foreign capital and labour in developing its resources, and for the foreign forces that keep the peace in the country.

Mr. Fawcett: But how do you make out that; what are the figures that justify that statement?—Simply that the revenue from opium is 8,000,000*l* a year.

And the expense of the army to begin with, which is to keep the peace, is 16,000,000*l.* Your evidence goes to this, that the profit which we get from opium is equal to all the money that is spent in keeping the peace for India?—Equal to all which is paid out of the country.

Then what are the home charges?—These are all included in these trade returns.

Sir C. Wingfield: We have never realised 8,000,000*l.* net from opium; it is about 6,000,000*l.* net?—Yes.

Mr. J. B Smith: What are the exports that you refer to?—You will find them in all the statistical abstracts. I have added them together for the six years 1866 to 1871. The imports were 282,800,000*l.*; the exports were 330,181,000*l.*; balance against India 47,380,000*l.*

Sir G. Balfour: And how about the treasure?—That includes merchandise and treasure.

Mr. Fawcett: But the exports consist of useful commodities which are produced by the people, whereas a great portion of the imports consist, for example, of warlike materials and Government stores, which the people have to pay for?—But they are of use to the people, are they not?

It is not commodity received in return; it is not like sending out cotton, and the people receiving goods in return which they can use and consume. To give any fair estimate you ought to give the items of which those exports and imports are composed, ought you not?—The stores are a very small proportion of the whole.

Chairman: Supposing that the Government were a separate Government, altogether like the Government of Russia, the exports to Russia embrace all the goods whether sent for the Government of Russia or for the consumption of the inhabitants of Russia?—Yes; and if India were an independent country, she would still have to buy most of her warlike stores from England

Mr. Fawcett: That begs the important question of what her military expenditure would be under the circumstances; the persons whose theory you are now attempting to refute hold this opinion; that India annually sends out, say 40,000,000*l.* of useful products, representin food and articles which can be consumed by the people, drawn away from India; and in return for that they only receive a very small amount which contributes to the wants of the people; and your figures taken in a lump sum do not disprove that theory at all; cannot you give the items?—Yes, the items are all given here in the statistical abstract; the total of merchandise imported in 1871 was 33,413,960*l.*

Chairman: The point you were on was this; you were asked as to the expense incurred in England in connection with the Government of India, and you stated that it was about equal to the amount of the opium duty?—The point I want to make is this, that by the protection of the English Government, by English taxpayers paying the Navy to secure to India the trade with China, we put into the Indian Treasury a sum of 8,000,000*l.* taken from the Chinese.

Mr. Fawcett: Six millions?—We will say 6,000,000*l.* taken from the Chinese, and that that sum is really as much as the balance of the trade of India with all the world as shown by these returns. The protection of England makes up to India this amount.

Mr. J. B. Smith: But is there not besides this the payment for the capital invested in railways and other works?—No; that is all included, I was going to point out also, that if this balance of trade does exist against India, i ought not to be attributed to the action of the Government at least, not entirely. For instance, the Indian foreign trade is entirely in the hands of foreign adventurers; and supposing that the country were independent, she would still find it to her advantage to get English capital and skilled labour to employ the same as she does now. So long as we can build cheaper ships and show more enterprise in trade than other countries, other countries will always think it worth while to get these means of improving themselves, and carrying on their trade from us; and that would take place whether the country belonged to England or not. In the argument about the depletion of the wealth of India, I think it is often overlooked what an immense amount of individual enterprise there is concerned in India. If you just take the history of a bale of cotton from the time it is grown in the field:—It is cleaned by machinery brought from England and worked by Englishmen, it is brought down on a train by a railway made by English capital, and also worked by English skilled workmen; then when it gets to Bombay it is financed for by English brokers and by banks, working principally with English capital, and by English merchants. And then it is put on board an English ship worked by English people and brought home; so that the whole of that trade is entirely in the hands of foreigners from the time that the cotton leaves the field. That is not due in any way to the action of Government; and the profits made on business of that kind naturally come to England, but it is a legitimate and good point. If the Custom-house returns on the other side took notice of all the skilled labour imported into India, I fancy that the balance would show considerably the other way.

Chairman: I can give you the figures now for 1870, which represent sufficiently the money spent in England, connected with the Indian administration; that money amounts to about 6,300,000l.; and, in addition to that, there is sum of a million and a half which is the interest of debt borrowed for the Indian Government; the general debt?—Yes.

And the six] millions and a half include 620,000l. of annual dividend, paid to what are called the proprietors of Indian stock?—Yes.

And the sum of 6,300,000*l.* would be less than the annual revenue derived from the Chinese?—Yes.

Mr. J. B. Smith: I understand your argument to be this, that, in all those cases where India exports produce for the purpose of paying for the interest upon works which have been beneficial to India, it is no more a tribute to England than it would be for America to export produce to pay for money which had been borrowed to make railways?—Exactly.

Then, as regards the charge for military purposes for India; if the Government were a Native Government instead of an English Government, the Native Government must levy something for the purposes of those expenses, must they not?—Certainly. The point of my argument is, that the English connexion is really materially very beneficial to India; that India has the advantage in it. Suppose she were independent, for instance, she would have to maintain a navy like Turkey. Turkey pays 3,000,000*l.* a year for her navy alone, and has to buy all her ironclads in England, and get them made there. So India would do if she had a navy.

The idea that England derives a great benefit in the way of trade, a tribute upon India is fallacious?—I think so Another point in which we benefit India to a great extent is enabling her to borrow money at a low rate. The credit of India is far better than that of any other country, almost, except England. You can borrow at 4 per cent, for India at the present moment. Look at Turkey and Egypt, an the rates at which they borrow. If India were left to herself, she might fall into the condition of the South American republics.

Mr. Eastwick: With reference so this last point, when you give these figures about the exports and imports, I want to know whether there is any information at all about the trade which takes place round that enormous frontier inland; these are merely the exports and imports of the Custom-houses by sea, the foreign trade?—Yes.

But is an immense trade going on all the way from Kurrachee round to Chittagong or Rangoon which we have

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figures for ?—Yes. I do not pretend to carry limit myself to these returns. I only took them up as having served for the foundation of an argument.

I am aware that the controversy has been carried on in India, and also in this country, but I believe it is impossible to arrive at an accurate statement of the matter; is not that so ?—I think so, because you must take into account so many other things, the movement of Government paper, and so on, which are not included in these returns.

To go back now to the beginning of your evidence, you did not tell us what was done with that 10,000*l.* a year which was taken away by Sir Seymour Fitzgerald ?—There was a deficit of 100,000*l.* a year, and he made up that partly by taking away this Imperial grant of the police. He got a lac of it by taking it from the city of Bombay.

Then he applied it for public works, I suppose, roads, and so on ?—Yes, for the general expenditure of the province.

Do you object very strongly to this decentralisation scheme altogether ?—I object to it altogether, except in those very few cases in India where it may be possible to apply a check from below instead of from above. If you can get hold, as I believe you can in Bombay, of a real living community with public spirit and energy in it, I think you might safely trust the representatives of the people there with the control of the finances of that city. I think it would be a great experiment, and a very wise one for the Government of India, to try in those great cities to give such communities the control of their own affairs; but, as regards India generally, I do not think that there is any possibility of getting a check on the financial expenditure of ambitious officials, except from above, by means of the Government of India.

Supposing, for instance, that Bombay was the only possession that we had in India, is there any reason why its finances should not be as well administered as they are now, with the control of the Supreme Government ?—I think that you cannot give absolute power in finance to Governors ruling a province or a city in that way. You must have some independent check; such a check as that of the Government of India, which has no local ambition, and no desire to make a name by spending money on fine buildings.

But that, of course, cannot exist in any country, except one like India, which is made up of vast provinces subject to a Supreme Government ?—It is a very wise check to apply there; it is unwise to remove it unless we apply the check from below; and if you give the taxpayers the power of the purse, you may trust to their not spending too much. It might be necessary for the Government to interfere to compel them to spend money in sanitary matters, for instance; they would never be too lavish in expenditure.

Supposing these cesses were levied through committees of the natives themselves, do you think that would take off the cause for dissatisfaction; supposing these extra cesses were submitted to bodies of the natives, and they were consulted ?—I do not know enough of the interior of India to give an opinion upon that; I think it would be advisable in a community where a great deal of progress has been made, and where the natives have been to some extent Anglicised.

You told us about the enormous waste of money, 5,800,000*l.*, on the foreshores of the Island of Bombay; I want to ask was any reason ever given why none of these separate works were completed. Why, for instance, was not this Moody Bay work completed; is there no statement to show why it was not completed ?—I do not know that there has been any statement made; I can only state the facts, and leave the Committee to form their own conclusion as to the motive which induced the Public Works Department and the Government of Bombay to spend money in such a way.

Was not the enormous waste of money shown in the most decisive manner by the Abyssinian Expedition, owing to there being no places for landing goods; was not that a most flagrant proof to everyone in Bombay of the need of piers and landing places ?—Yes.

I suppose some notice was taken of it in the press, after that ?—The Government has been frequently urged to go on with these works; it has been a constant subject of complaint by the mercantile community and the press that they did not make docks on their own ground.

Then the fact is that India has been suffering to the extent of about 240,000*l.* a year, owing to the misapplication of this vast sum of 5,800,000*l.* ?—Yes.

(To be continued.)

THE TOWERS OF SILENCE RIOT CASE.

AT the Girgaum Police Court on Thursday, last, the enquiry into this case was resumed before Mr. Cooper against seventy-two of the defendants, the case against three, who were sick, being reserved at present. Mr. Ferguson, instructed by the acting Public-Prosecutor, appeared for the prosecution. Mr. Inverarity, instructed by Mr. Arthur Peile, appeared to watch the case on behalf of Coorjee Pragjee and Jacob Jumal, who claimed the ownership of the disputed ground. Mr. Starling and Mr. Leith, instructed by Messrs. Craigie, Lynch, and Owen; and Dr. Dallas, Mr. Chalk, and Mr. Payne appeared for the defendants, who were all represented.

Defendant No. 28 did not answer to his name.

Mr. Ferguson—This makes the third man who is said to be sick. I ask that he should be called on his bail.

The Magistrate said the prisoner was in Court on Tuesday last and was very sick; and his Worship was told that the medical authorities objected to his leaving the hospital.

Mr. Ferguson—If your Worship thinks that the prisoner is not in a fit state to attend here, I shall exercise my discretion and proceed against him afterwards.

Luxmon Visram, a police jemadar, further examined by Mr Ferguson—I said on the last occasion that certain things were on fire, and I called out to the men not to put them on the fire, as there was danger of some adjacent huts and hay catching fire. I therefore placed policemen round about the fire to prevent the men from placing more articles on the fire. I saw one Parsee running after Mr. Brown and raising a chunam-pounder to strike him. Mr. Brown's back was turned towards the man. He was running towards a small door opposite to the tent which was pulled down. That Parsee is here, Eduljee Dadabhoy, No. 64. I ran up to him, wrested the pounder out of his hand, and gave him and the pounder in charge of policeman No. 752. This is the pounder that I gave in charge. I saw no other assault committed. When the men were prevented from putting things on the fire, they commenced to throw them down the brow of the hill. Some men ran away into the compound of the Towers of Silence through the small door; others ran in different directions; and some were on the ground. The Commissioner of Police came on the ground, and there were then some persons remaining on the ground, who were arrested by order of the Commissioner. They were left in my charge, and I identify them as Nos. 1, 2, 5, 8, 14, 21, 22, 26, 27, 30, 31, 32, 36, 29, 42, 48, 51, 53, 56, 58, 61, 62, 63, 64, 66, 68, 69, 72, 74, and 75, (in all thirty persons.) Besides these I had seen other persons on the ground, who escaped into the compound of the Towers of Silence, but who were afterwards brought out and given in custody. They are prisoners Nos. 10, 12, 24, 25, 43, 44, and 47. I saw these seven persons running into the compound. They were brought out and marshalled before the Commissioner inside the compound of the Towers of Silence. The Commissioner asked the policemen if they could recognise any of those men as those who took a part in the work of demolition. Some who were not recognised were allowed to go.

Cross-examined by Mr. Leith—I do not know whose men were the sixty-one persons who were prevented from going up the hill and were kept in Mr. Brown's compound. I asked those whom I arrested certain questions. Some said they were going to the Towers of Silence, some to see their friends, some to Baboolnath, a small Hindu temple, &c. None said they were going to their work. I asked them in whose employ they were, but I got no proper answer. I arrested them, because they had large sticks in their hands and were going towards the Towers of Silence. I arrested four persons who came by the Gaumdevi road and turned into the passage which leads to the Towers of Silence. All the sixty-one persons were placed before the Commissioner at the Mazagon Police Office. I am quite sure Mr. Brown, Mr. Mills, and the Deputy Commissioner were present there. I did not hear anything that was said to or asked of those men. At the time when the articles were burnt, on the hill, Mr. Brown was about forty paces from me. I was about nine or ten paces from the fire. I did not notice any policeman taking out anything from the fire. They had thrown into the fire rafters, mats, pieces of a couch, and pieces of a tent. I did not instruct the policemen to pull out anything from the fire; because all the things were enveloped in flames. Defendant Pestonjee Nusserwanjee was arrested near the burning ground. After the persons I have pointed out were taken into custody, I saw Pestonjee Nusserwanjee writing on a piece of paper. He was telling the people—"I am a vakil's man and you should not fear." Pestonjee soon after gave the paper he was writing to the Deputy Commissioner. I don't know what became of the paper. The first prisoner told me that Pestonjee had come to serve a notice on Jacob Jumal; and that it had been served. I saw prisoner No. 61 dragging and putting pieces of mat from the chawl into the fire. There were on the ground twenty-five or thirty of Coorjee Pragjee's men.

Cross-examined by Mr. Payne—The fire was about fifty or sixty paces from the tent. It may have been 100 yards. I cannot say whether it was more or less. I think the tent was about seventy-five paces from the small door in the compound wall. I could see the door from where the municipal fire was burning. The thirty defendants I have pointed out were scattered over the ground. I know that the second defendant is carrying on the business of a contractor outside, that is in the town. I don't know that he superintends building work inside or outside the Towers of Silence. I have frequently seen him near an cart outside the Towers of Silence. His bungalow is close to the new road leading to the Towers on the Gowalla Tank side. Every one who was on the ground was arrested. None of Coorjee Pragjee's men was present on the ground at the time the defendants were arrested. In consequence of Mr. Brown's instructions given to me on the 27th March last, I gave directions the same day to the police to arrest any persons who may commit a breach of the peace on Coorjee Pragjee's ground, where he had kept his men. I told the police to keep their eyes open to any breach of the peace that may occur on that piece of land, where afterwards the chawl and tent were erected.

Cross-examined by Dr. Dallas—When Mr. Souter told the police to identify the persons who were engaged in the disturbance, there were thirteen or fourteen Parsees and Iranees who were not recognised. I knew some of the defendants before the 4th April. I knew Nos. 1, 2, 21, 30, 39, 42, 48, 58, 64, 69, 74, and 75, and had seen them many times before the 4th April. The others I may have seen before, but I don't recollect. The sepoys arrested the defendants and gave them in my charge. I did not myself arrest them, because four were already in my charge and I was looking to them. I arrested about four more persons who were near me. (Corrects himself.) I arrested five persons in all. I cannot tell what each of the other twenty-five persons whom I have identified was doing. All the 200 or 300 persons who were on the ground were doing something or other: there were no mere spectators among them. All who were taken out of the compound of the Towers of Silence had not been on the ground. I don't know why those who had not been on the ground were inside the compound of the Towers. I don't know that the 4th April was a Parsee holiday. Thirteen or fourteen persons were released by order of the Commissioner, because the police could not recognise them as having been on the ground. Mr. Brown was present when they were released.

Cross-examined by Mr. Chalk—Mr. Souter said to the police, "Can you recognise any of the persons who were concerned in the disturbance among those that are here ?" We said we could. I don't recollect how many sepoys identified the prisoners. Those sepoys accompanied the accused to the Mazagon Police Office. The only assault that I saw was the attempt made to strike Mr. Brown. He (Mr. Brown) did not look behind and did not see the man following him with the pounder upraised in his hand. I called out to Mr. Brown "Sab, Sab," but he did not hear me in the noise. The Parsee did not attempt to strike me. He did not resist me or make any struggle. I did not anticipate a breach of the peace on the 4th April; but was told to look out for any that might occur.

Re-examined by Mr. Ferguson—I took out the pounder from the hand of the Parsee before he turned round. Before the 4th April I had taken away sticks from the hands of two of Coorjee Pragjee's men.

The examination of the witness finished after 5 p.m., and the magistrate adjourned the case until to-day at noon.

INDIAN ITEMS.

THERE is a great deal of small-pox prevalent in the Jullundhur Doab and the neighbouring district.

A DESTRUCTIVE hailstorm passed over Darjeeling last week, doing great mischief to some of the tea gardens.

THE Bishop of Calcutta was expected at Darjeeling on Monday last, and was to have been the guest of the Lieutenant-Governor.

THE total number of accidents on Indian railways during 1872 was 1,153, to which the longest line, the E. I. R., contributed of course the most—691; the G. I. P. follows with 150, and the Punjab and Delhi with 114, the very small number on the former being probably due to the omission from the list of trivial mishaps. During the year 52 passengers were injured by collisions and by trains getting off the line, and 9 killed; while 108 railway servants were killed, and 153 injured. The number of animals run over by trains was 300, and the number of fires that occurred 105; no fewer than 63 of them being on the Punjab and Delhi lines. Miscellaneous accidents aggregated 298. On the E. I. R. the malicious obstruction of trains by ill-disposed persons is a growing source of danger, for there were, in 1872, 31 cases as against 6 in the preceding year.

THE KHIVA EXPEDITION.

(FROM THE TIMES' PRUSSIAN CORRESPONDENT.)

BERLIN, April 2.

THE difficulty for the Russians in the Khivese campaign being mainly that of overcoming distances, it is the geography rather than the strategy of the war which commands the attention of the observer. Having succeeded in collecting fresh particulars respecting the roads to Khiva, I therefore lose no time in supplementing my last by some additional details. With reference to the road from Fort Perosk, the most likely to be taken by the principle force, it is provoking that the few *data* already communicated are all that have been allowed to transpire respecting this the most practicable route towards the secluded Khanate. As to the line of march to be pursued by the Orenburg force, the following is the complete itinerary of the usual caravan road:—

	Versts.
Outpost Berdianski	20
Khanski	25
Prochladni	18½
River Tuya Tasch	14
Lake Yakshi Kara Kul	21
Kosch Aral	33
Kara Su	35½
River Ilek	28
River Ilek	26
Isset's Grave	23
Rivulet Isenbai	41
Rivulet Talaspai	27
Rivulet Tschichi	27
Rivulet Tektenir	35
Rivulet Kuldeneu-Temir	13
Rivulet Tagli	33
River Emba (deserted Emba post, not present fort)	17
From Orenburg to Emba	— 447
Rivulet Ati Dshaksi	30
Rivulet Tschandi	34
Oasis Namas Tau	27
Well Karatschi Tau	40
Rivulet Tschegan	27
Well Aktschi Kuduk	77
Well Kuyuk Kuduk	27
Spring Akti Kandi	79
Spring Ak Bulak	46
Davlet Girei (the fort erected by Prince Bekovitch in the reign of Peter the Great)	43
Descent from the Ust-Urt Plateau to Karz Gumbet	71
From Emba to Lowland of Khiva	— 501
Oasis Kaska Djul	32
Ak Tcheganak, Bay of Lake Aral	72
Oasis Aibugir	29
Town of Kunya-Urgendsh	68
From the borders of the Lowland to the first town	— 201
Town Illyalli	68
Town Taschauss	31
Town Shah-Abbat, or Schabit	37½
Town Khiva	33½
From the first town to the capital	— 169

Together, 1,318 versts, or 950 miles, or 43 days of march.

The above road, which I need hardly say skirts the western shore of Lake Aral, admits of being shortened by crossing Lake Aibugir, instead of going round it. In this case the wanderer leaves Davlet Girei, the deserted fort of Prince Bekovitch, for the Oasis of Ak Suat, to which the total distance from Orenburg is 896 versts. Proceeding further to the Urge Promontory (32 versts) he crosses Lake Aibugir by boat (22 versts), and then continues his journey on camel through the ford of Bara Aibugir (40 versts) to Kungrad (52 versts), Orenburg to first town, 1,002 versts.

Second part of the road.

	Versts.
Town Khodsheil	90
Town Vend	20
Town Kiptchak	25
Town Mangit	12
Town Kitai	24
Town Gurlen	30
Town Engi-Urgendsh	40
Town Khiva	55
From first town to capital	— 296
Orenburg to capital	1,298

From Mangit—the place just mentioned—there is still another route:—

	Versts.
Town Klitsch Nyas Bay	20
Town Taschauss	14
Town Amber	16
Town Shah Abbat	22
Town Khiva	33
	— 105

There are water and fuel in abundance along the various roads described, but the water the first third of the way is mostly bitter and salt, and unfit for drinking. The fuel is supplied by the Saksaul, the creeping willow of the Asiatic desert, growing freely in the more sheltered places, and until lately, it may be remembered, used by the steamers on the Sir Darya and Lake Aral. All the way the ground is so level as to present no difficulties to the transport of artillery or commissariat waggons. Not even the ascent of the Ust-Urt, nor the descent from it, forms an exception to this. The caravans ordinarily take from 45 to 55 days in going from Khiva to Orenburg, but in spring, when the wells are full, they have been known to roach the Russian frontier in 31, and, on some occasions, even in 26 days. The progress of the troops will be much slower, as they march in echelons, to admit of the wells refilling in the interval elapsing between the successive arrivals.

As a rule, the distance between Khiva and Kungrad is traversed, not by land, but by water. The country in those parts is not only subject to the depredations of the neighbouring Turcoman tribes, but, being also swampy, breeds fever, and is infested with immense swarms of gnats, dangerous to camel and horse. Taking water at Khiva, the caravans prefer rowing up the canal Shah Abbat, and, by the Kasavat and Polvan Ata conduits, reach the Amoo. Not rarely the transport by water is continued as far as the shores of Aibugir, which, owing to the difficulty of wading the ford, and the time lost in loading and unloading the camels, adds at least a week to the journey. In 1858 the Russian Mission sent to Khiva—the last one despatched—spent no less than four days in crossing Lake Aibugir, and was actually 18 days in rowing up the river and canals from Kungrad to the capital. Since then Lake Aibugir is said to have become still more difficult of navigation, being in most parts covered with reeds and rushes. By land no more than five days are required to go from Khiva to Kungrad, supposing the traveller is not kidnapped by the Turcoman, prostrated by fever, or despoiled of his camels by gnats and wasps.

The Amoo, with the canals branching off from it, forming the only obstacle to military operations in the interior, deserves special notice. For a distance of nearly 400 versts (300 miles) the river irrigates the colonized portion of the Khanate. Its Delta begins near the little fortress of Bend. There the Laudan, the westernmost branch of the complicated network of embouchures, leaves the main-stream, taking its shallow course to Lake Aibugir.

Below Bend the river divides into numerous branches, some flowing into the Aibugir, others into the Aral, with swamps and morasses filling up the greater part of the intermediate space. The first arm, branching off below Bend to the right, leaves the main stream at Khodsheli, under the name of Kuvan Djarma or Kasema, and, flowing through Lake Daukara, reaches Lake Aral under the new name of Yani Su (Side Water). Again, the neighbourhood of Fort Nukus is marked by three more arms emerging from the Amoo—the Kuk-Darya and Kiyat Urjan on the left (west), and the Karabaili on the righ (east); a process of division and subdivision which is brought to an end by the main stream, as it reaches Kungrad, splitting once more into the Taldik and Kulden or Ulkun Darya. These two last-mentioned arms, and more especially the Ulkun, are the only ones of the Delta which can be turned to account for purposes of navigation. The Taldik, which has a width of nearly 500 feet, gets more and more shallow every year, and in many places has but three feet of water even now. At its mouth is a bar a mile long, with but from 1½ to 2ft. of water over it. The Ulkun in its upper course, where it is mostly called Kulden, has a narrow and difficult passage-way, with but three or four feet of water; lower down, after its junction with the Karabaili arm, it becomes a majestic river, 1,250ft. wide and from 10ft to 30ft. deep, though not altogether free from shallows. The bar of the Ulkun Darya is 1,200ft. wide, and being covered with only three feet of water, is hard to cross except in spring and summer, when the river pours its swollen floods into the swampy expanse of Lake Aral, and the still more desolate mire and mud of the Aibugir. It is owing to this peculiar state of the lower course of the Amoo that Khiva has been so long spared the questionable advantage of a visit from the Russian gun boats, which, could it have been safely made and repeated, would have ended in conquest long since. It deserves, however, to be noticed that about 10 or 12 years ago a Russian steamer went up as far as Kungrad, exploring the river and marking the points which require dredging to render navigation easy and safe. Whether the works contemplated in these days were prevented by physical or political hindrances has not been ascertained; but as the Russian Government, as well as private persons at St. Petersburg, have repeatedly entertained a plan of constructing a railway between the Caspian and the Aral—a plan which would scarcely answer if the proposed communication could not be extended up the Amoo—it is probable that the difficulties presented by the mouth of the river are thought to be anything but insuperable, if the works can once be taken properly in hand. Indeed, we have every reason to believe that the idea of deepening the shallows of the Ulkun, and constructing a fort either on its banks or further up the river is popular in high quarters at St. Petersburg, and, if the annexation party can be silenced, will form the basis of the Treaty of Peace. Above Bend, the undivided Amoo is a fine stream, about 250ft. wide, and with a depth of from 15ft. to 20ft. for a considerable distance into the heart of the country. In Kundush, on the very borders of Badakhshan, it has still a mean depth of from 7ft. to 9ft., and bears the heaviest barges of the native traders. From Bend up to Kundush there are few, if any fords, the river being both too deep and too rapid, and at the bottom too muddy, to be crossed except by bridges. There are two high-water seasons, in May and July.

As to the numberless canals irrigating the colonized portion of the Khanate, it is evident that a more civilized race would turn them into a formidable means of defence. Even with Khivan ignorance of tactics, and Khivan want of effective weapons, these watercourses are likely to do duty in the war. I therefore append a list of the principal ones:—1. The Khan Canal leaves the river opposite Kungrad. It is 15 miles long, and 20ft. wide. 2. The Khodsheil, so called from the town of the same name, 15 miles long by 70ft. wide, and 7ft. deep. 3. The Basseu, or Porsu Anasi, between the towns of Mungit and Porsu, 50 miles long and 56ft. wide. 4. The Karagus, nearly 60 miles long and 42ft. wide. 5. The Klytsch Nyas Bei, about 70 miles long, and 70ft. wide, terminates ten miles north of the town of Jlali. 6. The Yarmisch, between 60 and 70 miles long, 55ft. wide, with raised banks, loses itself in the sands north of Jlali. 7. The Shah Abbat, or Schabat, begins near Engi-Ur-gendsh, is lost in the desert west of Jlali, is nearly 100 miles long, from 70ft. to 90 ft. wide, with a mean depth of 10ft.; a rapid stream, which never dries up in any portion of its course. 8. The Kazavat, between the towns of Khanka Kazavat, 60 miles long, 70ft. wide and from 5ft. to 7ft. deep. 9. The Polvan Ata or Kozereti Peglivan, considered the most important watercourse of the Khanate, about 60 miles long, from 80ft. to 170ft. wide, and from 4ft. to 22ft. deep, with raised banks along its lower course and 25 minor canals branching off from it; lost in the desert near the capital of Khiva. 10. The Pitnak, proceeding from the town of the same name to the Lake of Alakkul, a distance of 25 miles. In addition to these there are on the right side of the river, south of the Sheik Djelli hills, between Khodsheil and Engi-Urgendsh, four principal canals, the Jltesir Khanshi, the Vigur, the Naiman, and the Shrakhan, running from west to east, and eventually swallowed up by the immense desert of Kizilkum (Coloured Sand). There are several ferries but no bridges on the Amoo, the bridges over the canals being numerous, but slightly built, and admitting of being destroyed at a moment's notice.

(BY TELEGRAPH.)

BERLIN, APRIL 4.

THE Eastern Expeditionary Force is about to be concentrated at Irkibai, on the Jani Darya, in about the 34th degree longitude, 220 miles from the Khivese frontier. It seems to have been ascertained that some 2,000 or 3,000 men of the Khivese forces are armed with modern rifles.

The inspired *Moscow Gazette* says that the announcement of Russia's intention to evacuate Khiva after conquering it must not be taken for a solemn promise. As in the case of Samarcand, Russia, in dealing with Khiva, will be solely guided by circumstances and her own interests. Russia would certainly prefer occupying only a few commanding points of the Khanate, but it would be as premature for her to decide this complicated question now as it would be useless for the English to discuss it at this early date. Only after their arrival on the spot will it be possible to determine whether the interests of peace and commerce can be sufficiently protected with the Khan remaining in power. The article concludes with a vehement attack on Sir Henry Rawlinson, whose sympathies are deprecated as they are tinctured with suspiciousness, and who is bitterly blamed for first calling the Turcomans robbers and then predicting serious complications with England and Persia should Russia endeavour to coerce these lawless bands by constructing forts on the River Attruck.

To counterbalance the impression produced by recent scientific meetings in England, the St. Petersburg Imperial Geographical Society, at the express request of Prince Gortchakoff, will hold two sittings in April and May, and discuss Central Asia affairs from a Russian point of view. The Russian Envoy at Washington has informed Prince Gortchakoff that many American citizens are displeased with the prospect of receiving intelligence from the Khivese seat of war through English channels exclusively. Prince Gortchakoff at once proposed an arrangement, the exact nature of which is unknown, but which is intended to supply America with direct advices from Turkistan.

The semi-official *Journal de St. Petersbourg* says that Yakoob Beg is reported to have taken Ourumptsi, and to be besieging Manas. The conquest of the latter city and of Kami will make him an immediate neighbour of the Chinese province of Barkul.

A letter from Uralsk-Gorodok (the chief town of Orenburg) states that great difficulties are expected in the Khiva campaign, from the severity of the winter and the consequent depth of snow.

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